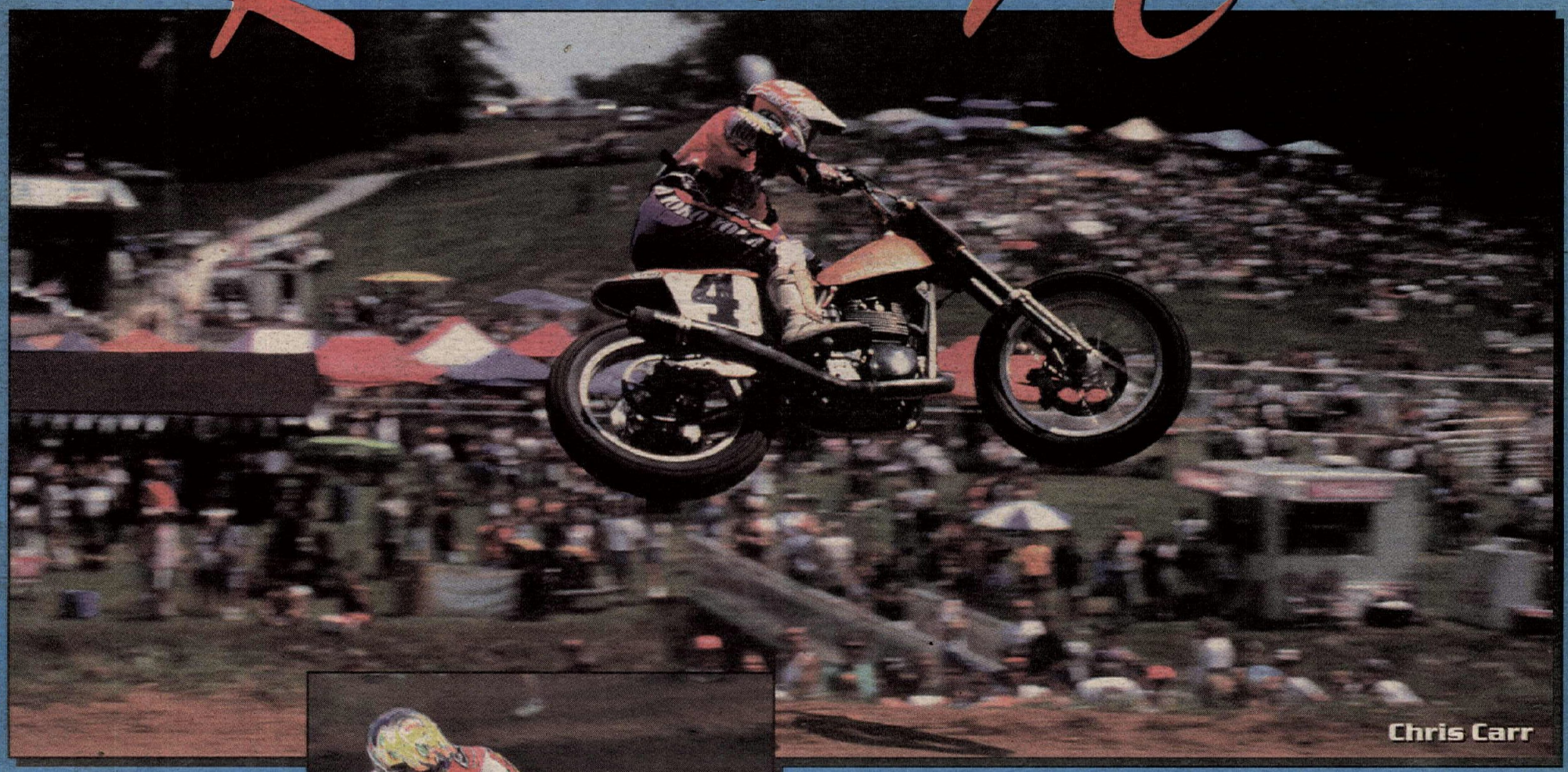
EXCLUSIVE: Cagiva's in-line, four-cylinder F4 Superbike

CYCLE NEWS®

America's weekly motocycle newspaper | August 16, 1995: Number 32 | (outside the U.S. $3.25) $2.50

PEORIA TT Runaway Carr



Chris Carr

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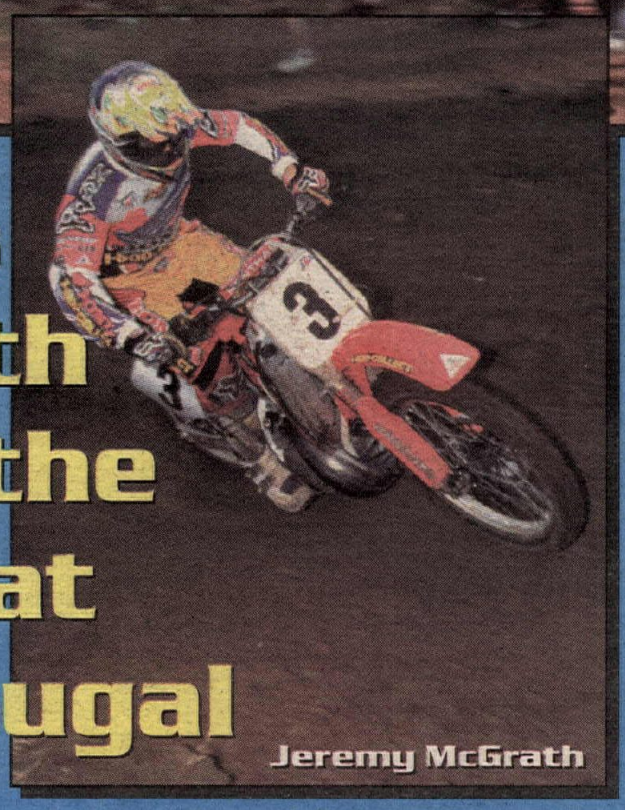
AMA MOTOCROSS

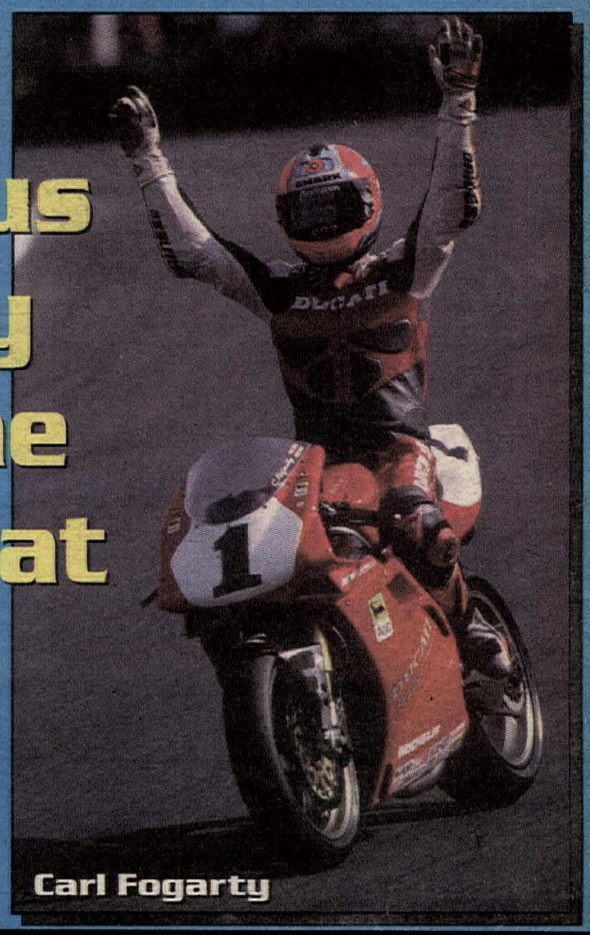
McGrath stops the green at Washougal



Jeremy McGrath

WORLD SUPERBIKE

Fabulous Fogarty does the double at Brands Hatch



Carl Fogarty

American **Trampas Parker** (KTM) dropped from first to second in the World Championship 500cc Motocross Series points chase after having a disappointing day at the Belgian GP at Namur, August 6. Parker scored just 11 points on the day while title rival **Joel Smets** (Hbg) went 3-1 and pulled out to a 20-point lead over the Louisianan, 276-256, with just two rounds left in the series. The event's overall winner was Belgian **Johan Boonen** (Hus) who posted 1-2 moto finishes - it was Boonen's first win of the season. Smets ended up second overall, while New Zealand's **Darryll King** (Kaw) and Belgium's **Jacky Martens** (Hus) and **Ronny Weustenraed** (KTM) rounded out the top five.

The World Championship 250cc Motocross Series has developed into a two-man struggle to the finish between Belgian **Stefan Everts** (Kaw) and fellow countryman **Marnicq Bervoets** (Suz). At the 250cc MX GP in Passau, Germany, August 6, Bervoets moved into title contention after winning both motos and closing the gap on series leader Everts, who went 2-2 on the day. With two rounds left in the series, Everts leads Bervoets by 18 points, 370-352. Third overall went to Italian **Andrea Bartolini** (Yam) who recorded 6-3 moto finishes. Fourth and fifth overall went to Great Britain's **Kurt Nicoll** (Hon) and Holland's **Pedro Tragter** (Suz). American **Tallon Vohland** (Kaw) was unable to qualify for the German GP because of a shoulder injury that he sustained two weeks ago at the prior GP in Poland. The Californian currently holds down fourth - right behind Nicoll - in the series standings, 84 points off Everts' pace.

Defending All Japan National MX Champion **Ronnie Tichenor** (Suz) scored the overall win at round 12 of the All Japan National MX Championship Series, held August 6 at Seto Bridge Park in Kagawa, Japan. Tichenor swept both motos aboard his factory Suzuki, edging out current series point leader and championship favorite **Jeff Matiasevich** (Kaw) in both outings. Matiasevich's Japanese factory teammate, **Masanori Enomoto** (Kaw) was third in both motos. With three rounds remaining, Matiasevich leads with 270 points. Enomoto is second with 197.

The **All-Star Invitational Hillclimb** scheduled for August 6 in Jefferson, Pennsylvania, was **rained out**. The club is currently negotiating for a rescheduled date - possibly October 15.

Two-time National Hillclimb Champion **Carl Milton Wickstrand Jr.**, of Portland, Connecticut, died at home Saturday, August 5, after having been diagnosed with an inoperable brain tumor two weeks ago. Wickstrand, 58, won his two hillclimb championships in the early '70s, and he was also a four-time New England Hillclimb Champion before winning his National titles. In 1960, he earned the New England Enduro Championship, and he was a long-time member of the Meriden Motorcycle Club. Wickstrand is survived by his two sons, Alan, an ISDE silver medalist, and Michael, and a daughter, Susan Welker. Service will be held Saturday, August 12, at the Portland Funeral Home in Portland, Connecticut. Cards and letters can be sent to the Wickstrand Family, 42 Bartlett St., Portland, CT 06480.

The August 1 **Mark Gleckl Memorial Practice Day** at Perris Raceway in Perris, California, **generated $6000** for the Gleckl trust fund, intended to support the education of the Gleckl children. The event was organized by Mark Grandberg. Further donations should be sent to Gleckl Fund, c/o Farmers and Merchants Bank, P.O. Box 1675, San Juan Capistrano, CA 92693.

Rainbow II MX Park will have its **grand opening** on September 2. The all-new course is located in San Jacinto, California, and features all natural terrain, jumps, whoops and grass sections. In addition, pee wee riders will have their own separate course. For more information call 909/926-4646.

Gas Gas export manager Andreu Codina reports that British journalist **Ian Johnston** has an excellent **World Wide Web World Championship Trials home page**. Full event updates, rider profiles and photos are featured. The address is: http://www2.wintermute.co.uk/users/stoney/welcome.htm.

Carlsbad Raceway and **Racing Enterprises** will host an **open practice day** on August 18. Practice is open to all riders, and full safety gear is required. The track will open at 9 a.m. and close at 3 p.m. A $10 gate fee and $15 practice fee will be charged. For more information call 619/484-1441.

Five-time 600cc National Champion **Chris Carr**, reigning 600cc National Champion **Mickey Fay** and TCR Racing's **Kevin Atherton** are among the riders pre-entered in the August 20 Converse 600cc Half Mile National in Converse, Indiana. For more information call 317/395-3803.

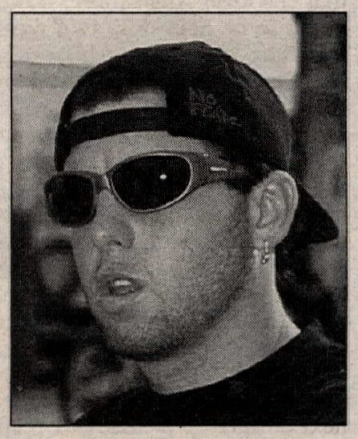
A new off-road oriented newspaper for the Southwest area of the United States has been created. **Southwest Off Road News** is based in Phoenix, Arizona, and the monthly paper will cover all off-road motorcycle and car events in Arizona, Nevada, New Mexico, Utah and some in Colorado and Southern California. For more information call 602/437-5411.

Former 50cc AMA Amateur National Champion **Stephen Martin** sustained multiple head injuries in an automobile accident on July 23 near his home in Madison, North Carolina. Martin is in good spirits, but will not be able to compete at the August 8-12 AMA Amateur MX Nationals at Loretta Lynn's. Cards and letters may be sent to Martin at 407 Puzak Lane, Madison, NC 27025.

Moto Liberty and Keith Code will hold a **125cc Grand Prix riding school** on Monday, October 16 at Road Atlanta in Braselton, Georgia. The school will be held the day after the WERA Grand National Finals. For more information call 800/530-3350.

Hundreds of motorcyclists are expected to ride through the tri-state area on October 1, joining **BMW's Miracle Ride** to find the cure for Crohn's disease and ulcerative colitis. The 60-mile tour to BMW's national headquarters in Woodcliff Lake, New Jersey, will begin at Harbor Island Park in Mamaroneck, New York. Leading the tour will be former New York Ranger, Dave Maloney, and two racing champions from the BMW Battle of the Legends. The entry fee is $25 per motorcycle (plus $10 per passenger). Each participant is also asked to obtain sponsors to increase their donations to CCFA. For more information call Kristine Franco at 203/629-5353.

Riders off the hook in Las Vegas SX incident



After reviewing the incident that took place at the June 10 running of the Las Vegas Supercross where five riders - Jeremy McGrath (right), Doug Henry, Steve Lamson, Mike Kiedrowski and Mike Craig - refused to race in the main event after the stadium's lighting was reduced after a power outage, the AMA has decided not to take actions against the riders.

According to a press release from the AMA, "An inquiry board was formed to address this situation and an investigation was conducted to obtain information pertinent to the Las Vegas incidents.

"Our inquiry board has determined that individuals who allegedly were a part of such rider action made statements that were consistent with safety concerns. The safety of our professional riders will always be of paramount importance, and as a result, no action will be taken.

"However, new rules will be implemented that deal strictly with any future rider action, as such actions are taken very seriously by the sanctioning body, and are not in the best interest of the sport. Any riders or other AMA members implicated in such actions will be dealt with severely, and could be expelled from professional racing.

"Throughout the investigation, our inquiry board listened deeply to the concerns of our riders, and it became aware of other complex problems facing the AMA's rider community. It is AMA Pro Racing's responsibility to enhance opportunities for riders, in order to further and better their careers in a safe racing environment.

"It's the AMA's intent to exert leadership regarding these matters to resolve the issues that currently exist."

Off-Highway Motor Vehicle Recreation Commissioner **Don Amador** will join hundreds of other Northern California motorcyclists on Sunday, October 22 in a fund-raising event to fight pediatric brain tumors. "After riding in the first event of the 10-ride series 1995 Ride For Kids, which started in May with a ride through the San Bernadino mountains, I feel it is only fitting that I help finish this series by participating in the October ride," Amador said. "This series of rides is the only major source of funding for the important work done by the Central Brain Tumor Registry of the United States."

West Valley Occupational Center is offering Vocational Motorcycle Mechanics training, beginning on September 11. The center, which is located in Woodland Hills, California, offers classes which emphasize in-depth theory and hands-on training on motorcycles provided by the center or by the students. For more information and registration procedures call 818/346-3540.

Road racer **Doug Werdehoff** is in a coma following his crash during CCS road racing at Road America in Elkhart Lake, Wisconsin, on August 5. Werdehoff crashed in turn five and suffered head and spinal injuries as well as a collapsed lung. He is listed in critical condition at Froedtert Memorial Hospital in West Wisconsin. Donations to aid Werdehoff can be made to the Wegman Fund, 3212, North 92nd, Milwaukee, WI in the name of Werdehoff.

Sears Point Raceway has joined forces with **American Motorcycle Racing Teams (AMRT)** to offer race fans "pit-side" participation in the world of motorcycling on race day during the AMA Superbike National Championship round at Sears point on August 26-27. Beginning July 30, entry forms were made available at participating Northern California motorcycle dealers. On the form, fans can choose which one of the five factory teams they would like to spend a day with as an honorary pit-crew member - Smokin' Joe's Honda, Vance & Hines Yamaha, Yoshimura Suzuki, Muzzy Kawasaki or Fast By Ferracci Ducati. A random drawing will be held at Sears Point and five winners - one for each team - will be chosen. The deadline for returning the entry forms to Sears Point is August 23. Winners will receive two three-day credentials, a team uniform to wear on race day, access to the starting grid and hot-pit area, a tour of the racing facility and hot laps in a pace car with a professional race car driver. Winners will also receive the official Sears Point Raceway "Fan Pack" - consisting of a variety of Sears Point merchandise. For more information call 707/938-8448.

The experimental two-stroke **Honda EXP-2** off-road racer that finished fifth in the Granada-Dakar '95 rally will be raced in the Nevada Rally on August 12-20. Scheduled to ride is Baja veteran and American Honda senior product evaluator, Bruce Ogilvie. He'll be coming out of racing semi-retirement to ride the bike and help Honda R&D engineers learn more about the machine. The EXP-2 features an activated radical combustion, single-cylinder, 402cc engine that uses self-ignited combustion at light engine loads to improve on the irregular combustion of conventional two-stroke engines. Current objectives are improved fuel economy and drivability, with a reduction in exhaust emissions as a longer-term goal. The project is in the experimental stages, and there are no plans for a production machine at this time.

According to reports from Europe, road racer **Alberto Puig** is beginning to fare better following the severe leg injuries he suffered during his qualifying crash for the 500cc French Grand Prix on July 8. Puig has undergone several operations, most notably to repair nerve damage to his lower left leg and to remove blood clots. The Spaniard is out for the season but recently said he

would return for next year's 500cc World Championship.

According to Australian Motorcycle News (AMCN), Australian World Superbike promoter Phillip Island Motor Sports (PIMS) is extremely upset that the **1996 Australian Grand Prix** is likely to be held only two weeks apart from the World Superbike race. Pending Dorna and IRTA's approval, the Australian Grand Prix will be moved to October 10-13 - just two weeks before the traditional Phillip Island round of the World Superbike Series. International Management Group (IMG) Australian GP director Gary Craft said: "We requested the change because there is a lot of heavy event traffic around March with the IndyCars and the inaugural Melbourne F1 Grand Prix. We haven't heard back from IRTA or Dorna but we expect the date to be confirmed in the next couple of weeks." In response to the news of the date change, PIMS circuit manager Fergus Cameron told AMCN: "We are concerned about the date clash - in a country the size of Australia it makes no sense at all and won't do the GP or our event any favors. The Superbikes have traditionally taken place towards the end of the season and we are taking steps to ensure that the event is not undermined for the sake of a one-off date change."

Eastern Creek, the site of the Australian Grand Prix, is currently undergoing a facelift. The track had 40mm of its surface removed with the track getting a complete resurface job. In addition, smooth curbing will replace the rippled concrete used at the Creek in the past and the wall in Turn Eight will be pushed back. Estimated cost of the upgrade is roughly $1 million.

British actor **Jeremy Irons** has had his motorcycle license taken away for three months; Irons was caught doing 97 mph on his BMW R100RT on the M4 highway recently.

Fastrack Riders road racing schools are offering a special discount to AMA members who attend one of its high-performance riding classes. Fastrack Riders conducts schools at Willow Springs Raceway in Rosamond, California, and will give AMA members a 15 percent discount off the $1000 admission price to the riders orientation school. For more information call 805/256-7320.

The **Barber Vintage Museum** is now open to the public. The dream collection of businessman George Barber Jr. is located in Birmingham, Alabama, and features some 300 motorcycles which have been restored for permanent display. After assembling an impressive collection of historic automobiles, Barber turned his attention to motorcycles in the late 1980s. Admission for non-AMA members is $5 for adults and $2 for children - AMA members get in free.

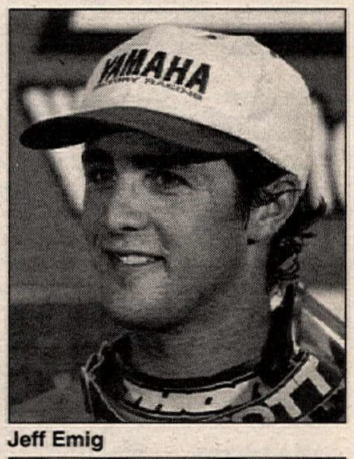
Although **Dale Quarterley** did not compete in the North American Super Bike round at Road America on August 6, it was not because he was getting a leg up on the competition by racing in a club event at Gateway International Raceway, the site of the August 13 AMA Superbike National Championship event. "I missed Roger's (Edmondson, the founder of NASB) race mainly because my accident in Michigan got me backlogged," Quarterley said. "I'm just starting to catch up." Quarterley also wanted everyone to know that the brake pads which "de-laminated" and caused him to crash during qualifying for the AMA Superbike National at Brainerd International Raceway was not an EBC brake pad. "We've been testing new EBC stuff and testing other stuff to see how we're doing with the EBCs," Quarterley said. "The accident happened when we were using non-EBC pads."

Jeff Stanton is well on the road to recovery following his street bike accident nearly two weeks ago. The multi-time 250cc National and Supercross Champion was riding his XR650L when he was broadsided by a car that had lost its brakes coming off a highway off-ramp near his home in Sherwood, Michigan. According to a Honda spokesman, Stanton has been resting at home, but will return to the hospital on Wednesday for the first of a series of reconstructive operations. Wednesday's surgery will be focused on his thumb and shoulder areas.

Local road racer **Jason Farrell** competed in the CCS Regional event at Road America the day prior to the beginning of the NASB weekend on August 5-6, and he did quite well. Farrell went out and won both of his classes, but it would ultimately cost him. In order to compete on Friday, Farrell - a painter by trade - called in sick for work. Later that night, Farrell was featured on the evening news and, unfortunately for him, his boss was watching. When Farrell came into work the next morning, he was fired.

MX des Nations: Lamson, Emig, Hughes

The AMA announced the three riders who will represent the United States at the 1995 Motocross des Nations, to be held September 10 in Sverepec, Slovakia. Team Honda/1-800-Collect's Steve Lamson, Team Yamaha's Jeff Emig and Team SplitFire/Pro Circuit/Kawasaki's Ryan Hughes will make up the team, and Suzuki's Roger DeCoster will serve as Team Manager.

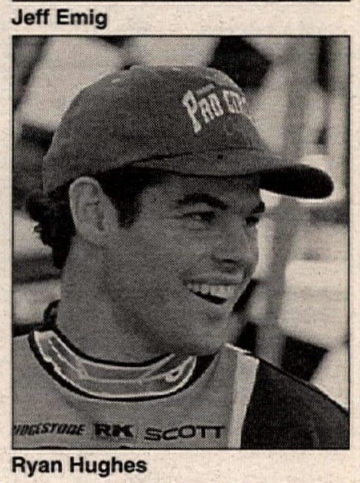


Jeff Emig

Lamson will compete in the 125cc class aboard his factory Honda CR125. Following the August 6 Washougal 125/250cc National, Lamson sat third in the series point standings, and is without a doubt the winningest American 125cc pilot. This will be Lamson's first year on the U.S. team.

Steve Lamson

Emig will pilot his familiar Yamaha YZ250 in the 250cc class, and is the "veteran" of the '95 team. This will be Emig's first year competing in the 250cc class, as he raced in the 125cc division the previous three years. Following Budds Creek, Emig sat second in the 250cc National Championship Series point standings.



Ryan Hughes

The surprise of the team is Hughes on the 500. Apparently, 1993 500cc National Champion Mike LaRocco was slated to pilot the big bike, but because of his recent knee injury at the July 30 Millville National, a replacement rider was required. Four-time Motocross des Nations team member Mike Kiedrowski announced before the selection process began that he didn't desire to compete, leaving Hughes as the next Kawasaki factory rider of choice.

"I've raced a KX500 at Mammoth several times before," said Hughes. "I think I can get the job done. I've always wanted to do something like this, and I'm going to give it my all. I'll be getting a 500 pretty soon so that I can start practicing."

Hughes left the Washougal National with the 125cc National Championship Series point lead.

AUTOGRAPH SIGNING: At Buck's Motorcycles and Accessories, in Kokomo, Indiana, on August 18, from 5 to 7:00 p.m. Dirt trackers Joy Springsteen, Kevin Atherton and Bret Landes are scheduled to appear. For more information, call 317/459-3860.

AUTOGRAPH SIGNING: At Athens Sport Cycles in Athens, Ohio, on August 26 starting at 3 p.m. Yamaha/Sport Cycles Offroad Racing Team members Terry Cunningham, Doug Blackwell, Tommy Norton and Duane Conner are scheduled to appear. For more information call 614/653-7395.

AUTOGRAPH SIGNING: At Cycle West in Petaluma, California, on August 25 from 7 p.m. to 8 p.m. Team Suzuki road racers Fred Merkel and Thomas Stevens are scheduled to appear. For more information call 707/769-5240. CN

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CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXXII

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA and at additional mailing office. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

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VOICES
Letters to the editor

Scholarly thanks

I am greatly honored as being the first recipient of the AMA Pro Racing Scholarship Award, and would like to thank the organization for supporting my college education. I would also like to thank my parents for the many years of support in all my activities. Thanks also to my sponsors, Michigan Engineering, M/C Supply and J&H Oil Company for the many years of support in my racing.

During my academic career I have selected the most challenging courses including many college level programs. There were easier roads to travel, but the competition was not there so I chose those that would force me to succeed. This is my first competitive year in Pro racing and again I have been faced with the challenge of being a full time student, working and racing.

I am now attending Michigan State University, majoring in engineering and computer sciences, and will still be racing pro in both motocross and road races as the time permits. Again, thank you.

Justin Blake
Middleville, MI

More thanks

On July 15, my life changed forever. I was competing at Marysville Park in my first motocross race in over 10 years. After my first moto, I started having grand-mal seizures at the track. Before I knew it, the EMTs were all over me doing their life saving procedures, then it was off to the hospital, where I was in the ICU for six days. I am now home to enjoy my family. The doctors found a benign tumor, which will be removed and followed by radiation.

But what I really want to say is that my son was *not* by himself for three hours, as the track is two hours from our home. The family parked next to us, James and Susan Nelson and their son Scott, took my son under their wing during this horrifying ordeal and took care of him. To them, Charlie Sexton the track promoter, and to my life-saving EMTs, I can't say thank you enough. I always knew motocross was special, but it's special because of the people involved in the sport we love.

Norman Kramer
Petaluma, CA

Anti-Jerry

MotoWorld 2 used to be an excellent half-hour show on cable television with motorcycle race highlights and race results from recent motorcycle events. At first, host Jerry Bernardo added a nice change to the interviews with the riders that brought out their senses of humor. But now, the show is 20 minutes of Bernardo goofing off and trail riding, with a brief segment of actual race coverage and no more Bernardo interviews with the riders. The show needs to go back to its original format and Bernardo needs his own prime time comedy show.

Rick Wallace
Tucson, AZ

In favor of McGrath

This letter is written in response to Ray Merkle from Wilmington, Ohio (Voices, Issue #30, August 2). I also attended the 125/250cc National at Kenworthy. Fans are important to Jeremy McGrath. I was treated with respect and he was more than willing to give me his autograph. All I had to do was ask. Jeremy is very personable and down to earth. He did acknowledge not only my existence but many other fans as well.

Did this man ever stop to think - why didn't McGrath return to his pit to sign autographs? I don't think so. Mr. Merkle is too busy thinking of himself and what McGrath and the other riders could give or do for him. He expected McGrath to be there when the race was over. A real fan is supportive and realizes these riders spent all day riding in 95-degree temperatures. Some of the riders had flights that left early and they had no choice in the matter.

As fans we have a responsibility to show some class to the riders. Ray Merkle is the one who is classless. Mr. Merkle, find out the facts before you open your mouth. The world doesn't revolve around you.

Christa Rowley
East Sparta, OH

Zitterkopf to Poland

On Friday, July 21, the 100's Motorcycle Club held a fund raising party to help one of our members, Greg Zitterkopf, go the International Six Day Enduro in Poland this September. We were pleasantly surprised by the fantastic support from the off-road motorcycle industry with product donations for our event. together with the great support from the members of the 100's, we'll send Greg off to Poland to represent our country in the world's most prestigious off-road event.

Our thanks go to Acerbis, Bieffe, Dunlop, Dunlopad, EK, FMF, IMS, KTM, Renthal and Smith.

The 100's M.C. would like to thank these company's for their help and we hope everyone will join us in wishing Greg and the rest of our team the best of luck in Poland.

Bill Perkins
Upland, CA

What goes around...

The World Superbike Championship finally came to America after a few years off and we really show the foreigners some American hospitality. How do we show it? By stealing their belongings right out of their pits.

Now we know why they don't let spectators in the pits anywhere else. This kind of stunt really shows that people can't be trusted. That old saying, "One rotten apple..." I hope the (expletive) who stole these items is happy. I guess going to see the best in the world race and having a good time just isn't enough. Spoiling the fun for others must make them feel like real big (expletive). I didn't know they piled it that high.

Eric Seward
Marysville, WA

Keep on slidin'

Great article by Scott Rousseau (In The Tapes, issue #31, August 9) on expanding dirt tracking with a farm system 600cc support class. I have never raced dirt track but it looks like so much fun and I have a lot of respect for those riders both on and off the track.

No postal workers here. These guys show a lot of respect for their fellow competitors which makes the sport that much more attractive to spectate. My main sport is motocross, but the big four factory guys' attitudes are embarrassing next to Parker, Carr, Moorehead, Springsteen and others. Up and comers like Mike Hacker praise their competitors and rivals and race with maturity. His second place at Oklahoma City showed a level-headed, safe rider who doesn't need to attack every event like it was a war. If I wanted to participate or watch a sporting event that made my blood boil I would sit behind a glass barrier at an ice rink.

As long as they keep on sliding, I'll keep on watching.

Frank Mierau
Victorville, CA

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498, faxed to 310/427-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

INSIDE
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ON THE FRONT COVER

The Prince of Peoria flies again... Chris Carr smoked the field at the Peoria Grand National TT. Photo by Dave Hoenig. Jeremy McGrath scored his fifth win of the series at the Washougal 250cc National. Photo by Donn Maeda. Carl Fogarty swept both legs at the Brands Hatch World Superbike round. Photo by Gold & Goose.

Kiedrowski and Reynard sizzle in 100° temperatures at Spring Creek with Mike roosting the 250cc field and Robbie going wire to wire in both 125cc motos. What do ya know. That's the second Team Kawasaki sweep in a row. Watch out, We're turning up the heat.

Kawasaki

Mike Kiedrowski / Robbie Reynard Team Kawasaki 250cc/125cc Spring Creek National MX Milleville, MN July 30,1995

BEL-RAY BRIDGESTONE Renthal PRO GRIP NGK ACERBIS D.I.D CHAIN WISECO BRAKING BRAKE SYSTEMS EFFEX MXsea SEATS AND GRAPHICS UNI UNI FILTER

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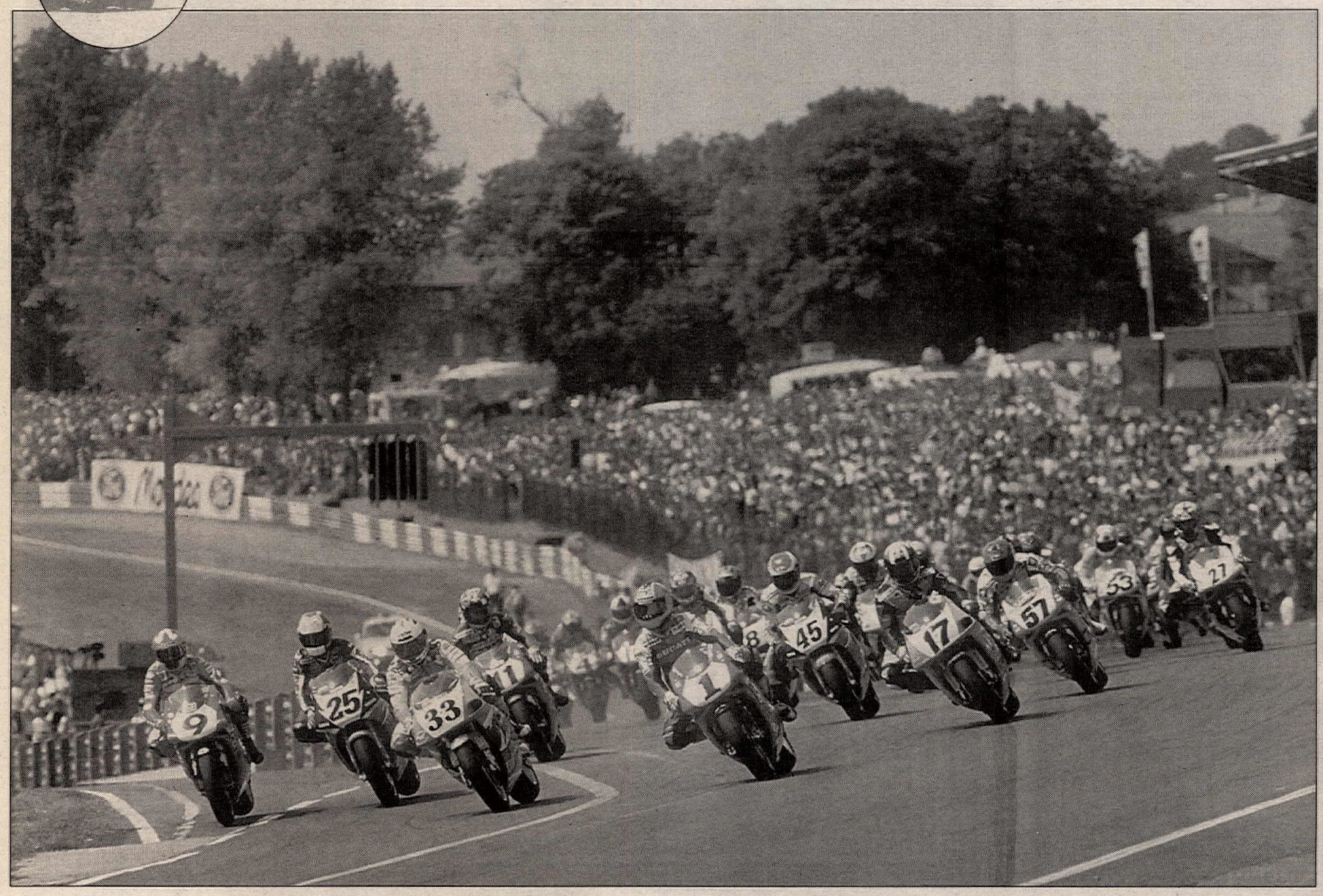
Round 8: Brands Hatch



Carl Fogarty (1) leads John Reynolds (33), Anthony Gobert (17) and the rest of the World Superbike field into the first corner at Brand Hatch. Fogarty won both legs.

TRIPLE DOUBLE

By Johan Vandekerckhove
Photos by Gold & Goose

BRANDS HATCH, ENGLAND, AUG. 6

The season may be far from over - with four rounds and eight races to go - but in the World Superbike paddock everybody seems to have resigned themselves to the fact that they will serve another year under King Carl I in 1996. Ducati's Carl Fogarty took his third double victory of the season in Brands Hatch, a circuit which was definitely not on his list of favorites - at least coming into the British round.

The young Aussies were once again impressive, with Muzzy Kawasaki's Anthony Gobert moving up a few more places in the point standings. But, once again, Fogarty's main rivals lost ground, and his lead is now a whopping 136 points over Troy Corser. It will take a brave man to try and reduce that yawning points gap.

RACE ONE

An impressive crowd of 45,000 saw Fogarty take the lead as soon as the Union Jack was dropped, and for a few moments two Englishmen were leading the pack. Kawasaki-mounted John Reynolds wouldn't stay on Fogarty's tail for long, however. It didn't take long for Gobert to swoop past the Brit as Yamaha's Yasutomo Nagai, Ducati-mounted Fabrizio Pirovano, Corser, Yamaha's Colin Edwards II, Castrol Honda's Aaron Slight, Ducati-mounted Steve Hislop and the Honda of Simon Crafar hooked up behind him. In the third corner, Gobert actually got ahead of Fogarty - his brief moment of glory.

On the second lap, Fogarty took possession of the lead again - and he wouldn't surrender it again. After having set a new lap record (he'd already set one in qualifying), Fogarty stretched his lead to some eight seconds before slowing to cruising speed. Behind him, Nagai, Reynolds, Gobert, Edwards, Corser, Slight and Pirovano continued to battle over second place. Nagai, a victim of transmission problems, was the first to lose ground. After dropping from the front to the back of the group in one clean sweep when he couldn't get his Yamaha to shift, the Japanese rider was forced out of the race a lap later.

Five laps from the end, Gobert looked set for second place while Corser seemed to have settled for fourth, followed closely by Reynolds and Edwards. With three laps to go, however, the AMA Superbike Champion had one last go at Gobert. And it worked. After a short battle, Corser took second, ahead of Gobert, Reynolds and Edwards.

For Fogarty, it was his eighth victory of the season. "I just wanted to get past Anthony (Gobert) as quickly as possible," the World Champion said. "Because this is a track where you don't want to get stuck behind somebody."

Corser felt he had lost most of his chances on the starting grid. "Before the start, Davide (Tardozzi - Corser's team manager) had gone to see the race direc-

(Right) The races for second place were hotly contested, especially in the second race. Anthony Gobert leads John Reynolds, Colin Edwards, Troy Corser and Yasutomo Nagai in their pursuit of Fogarty.
(Below) John Reynolds was a star in his home race, finishing fourth and third in the two races.

be wise to race in these conditions," he said. "Once the race got underway, my foot hurt a lot, but I managed to put my problems out of my mind and go for it. Everything went well, but I noticed Troy (Corser) only some five laps before the end. I couldn't keep him behind me in the closing stages."

Edwards secured fifth with Slight taking ninth, again struggling with handling problems. "Catching up with people is OK," Slight said. "But getting past them is a problem. To get in front, you have to outbrake them, which is impossible in my case. So I tried to ride a steady race. On the last laps, things got quite hectic, and when (Fabrizio) Pirovano tried to outbrake everybody, I almost got off the track."

Simon Crafar finished 10th, after having overcome a bad start and struggling with too soft a tire that "went off too fast."

RACE TWO

In the second heat, Gobert was once again one of the few men able to challenge the World Champion. The Australian Kawasaki rider stayed ahead of Fogarty for about half a lap. After that, Fogarty once again took over. This time, however, the gap between the red Ducati and a following group consisting of Kawasaki riders Gobert and Reynolds and the Yamaha duo of Nagai and Edwards didn't grow as easily as Fogarty may have wanted - partly because of some handling problems with the number-one Ducati.

"The front caused me some problems," Fogarty said later. "But these were only minor. The only scare I had was on the last lap, when I started to wave to the crowd, and at one moment was pretty surprised to see Colin (Edwards) and his mates getting really close behind."

For a long while, the green machines seemed to be in control in the battle for second, but things changed dramatically when Edwards and Nagai put on a final charge that moved them past the Kawasakis.

Edwards notched a career-best second place, and Nagai came home third.

"Finally everything came together," the happy Texan said. "The bike had been working very well in the first heat, so I only changed one click on the rebound setting. The first few laps I gave myself some time to get comfortable in that leading group. There were

(Right) Colin Edwards II (45) and Anthony Gobert (17) battle in the second race. Edwards ended up second, the best result of his rookie season.

tor, who had assured him that starting lights would be used. But the lights didn't seem to work and only a few seconds before things actually got under way that guy started to wave the Union Jack. I missed the start completely and as it was pretty crowded up front, with a lot of fairings banging, it took a while before things cleared up and I got a shot at the leading men. The bike setup gave us some problems because of the bumps."

Gobert was somewhat disappointed after having second place on the last lap. "Yesterday, I was wondering if it would

Round 8: Brands Hatch

Yamahas had much better acceleration. That, in combination with our traditional handling problems, didn't make life any easier for me. On the last lap, the Yamahas steamrolled past us exiting the corners."

Corser finished sixth: "In the first heat, front-end patter had slowed me down in a few corners," he explained. "So my mechanics put a harder spring for the second race, to resolve that problem. But it turned out to be worse. What's more, at the end of the first race, the engine started to slow down and I had to push it very hard in the last few laps. For the second heat, we opted for the second engine, which we often do and which has never given us any problems. Unfortunately, this engine has done more mileage than average and started to lose power. It all didn't help me very much during the race - exiting the corners, the chatter problems made it hard to accelerate. In short, I lost some precious points here. I'll have to concentrate on keeping my second position in the championship for the last couple of races." Slight finished eighth. "The bike was better in this race," he said. "But,

(Left) Yasutomo Nagai joined Fogarty and Edwards on a victory lap after the second race. The Japanese rider was later docked a spot for passing under a waving yellow flag, moving John Reynolds up to third. (Below) Flying in tight formation: Edwards dives under Corser in the second race.

Fogarty rebounds

"My poor results at Laguna Seca had made me start wondering if I was still able to go fast on a 916," Carl Fogarty (right) said prior to qualifying at Brands Hatch. "And Brands Hatch has never been very good to me. I've always struggled here. Fortunately, a private test session at Mugello a couple of days ago reassured me that I could take my revenge here."

And revenge he got.

Fogarty set the pace right from the get-go and he stayed there, smashing the official lap record in the process. During the second qualifying session, Fogarty had to make do with his second bike, due to the fact that his best bike was misfiring.

The second-quickest time went - very surprisingly - to local boy John Reynolds, who undercut the second-best lap time of Yasutomo Nagai in the final two minutes of the last qualifying session. Troy Corser set the fourth-fastest time on a race tire, after the Michelin qualifying tires didn't produce the lap times the Australian was looking for.

The second row was formed by Steve Hislop, Anthony Gobert, Fabrizio Pirovano and Colin Edwards II. Both Gobert and Edwards had rough times on Friday and Saturday, with the Australian Kawasaki rider high-siding heavily on Friday, leaving him with a severely bruised left ankle.

"I hadn't expected this qualifying time," Gobert said. "Shifting is especially a problem. I will surely need some pain-killing injections before I get to the starting grid tomorrow."

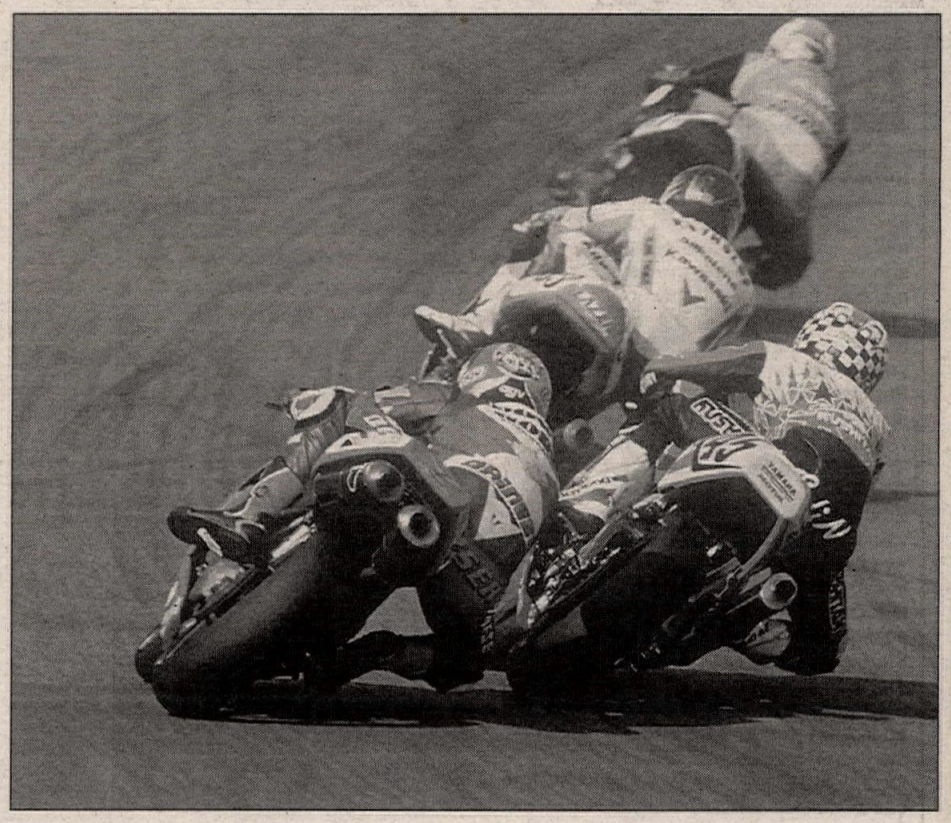
Edwards was fairly happy with his qualifying position, considering the circumstances. "At the end of the last qualifying session, I'd come in the pit to put qualifying tires on and try to go around even faster. But the tire guys told me that the last one of my qualifying tires (the Yamaha riders use two every race weekend) had been found damaged in the back of the Dunlop truck. That was pretty disappointing, but still I shouldn't complain about the way things turned out."

Aaron Slight, who was riding with a hairline fracture in his left wrist after his practice crash at Suzuka, struggled with the traditional problems with the front end of the Castrol Honda RC45 on a bumpy track, and had to be happy with 12th.

"At a given moment I was seventh, which was pretty much OK. But then everybody started to put qualification tires on, and I dropped back to 12th in the last half hour," the Kiwi said.

Simon Crafar, on the second official Honda, was a little bit better off (10th), apparently having found some sort of a solution for the typical RC45 problem. "I'm pretty happy with the bike; the front-end pushing problem has been solved, but now I'm on the third row, which is not the best place to start. Aaron's engine would help here. What I need badly is acceleration."

Only 32 riders had a go at qualifying for the eighth round of the World Superbike Championship.



quite a few hairy moments in the race. Gobert kept the thing on two wheels - somehow! On the second last lap into the paddock, I braked early and Gobert outbraked me and then Nagai went past us both and pushed Gobert wide. Luckily, I had better exit speed and I went inside of them both. With one more lap to go, I felt confident that I could stay in front of both of them."

His confidence showed on the monitor. The Texan had clocked the fastest lap of the race. Things went a little sour for his teammate, however, as Reynolds filed a protest against Nagai for passing under a yellow flag.

The Yamaha attack forced Gobert back to fifth, just behind Reynolds.

"My foot was hurting really bad," Gobert explained. "And I really had to convince myself to go all the way. The unfortunately, I had a bad start. (Pier-Francesco) Chili and me were coming back to the front guys, but burned our rubber doing so. Chili crashed because of that, which made me decide to back off a little and stay on board for the last laps."

Crafar enjoyed the second race, having a scrap with Slight and Steve Hislop. "At the end of the race, my engine lost power," Crafar said.

The results only became official some four hours after the finish, and Nagai was given a one-second penalty - a decision which dropped him from third to fourth, in favor of Reynolds. The Japanese rider accepted the international jury's decision. Yamaha team coordinator Davide Brivio, however, was not too happy with the result.

"It's a decision that does not make

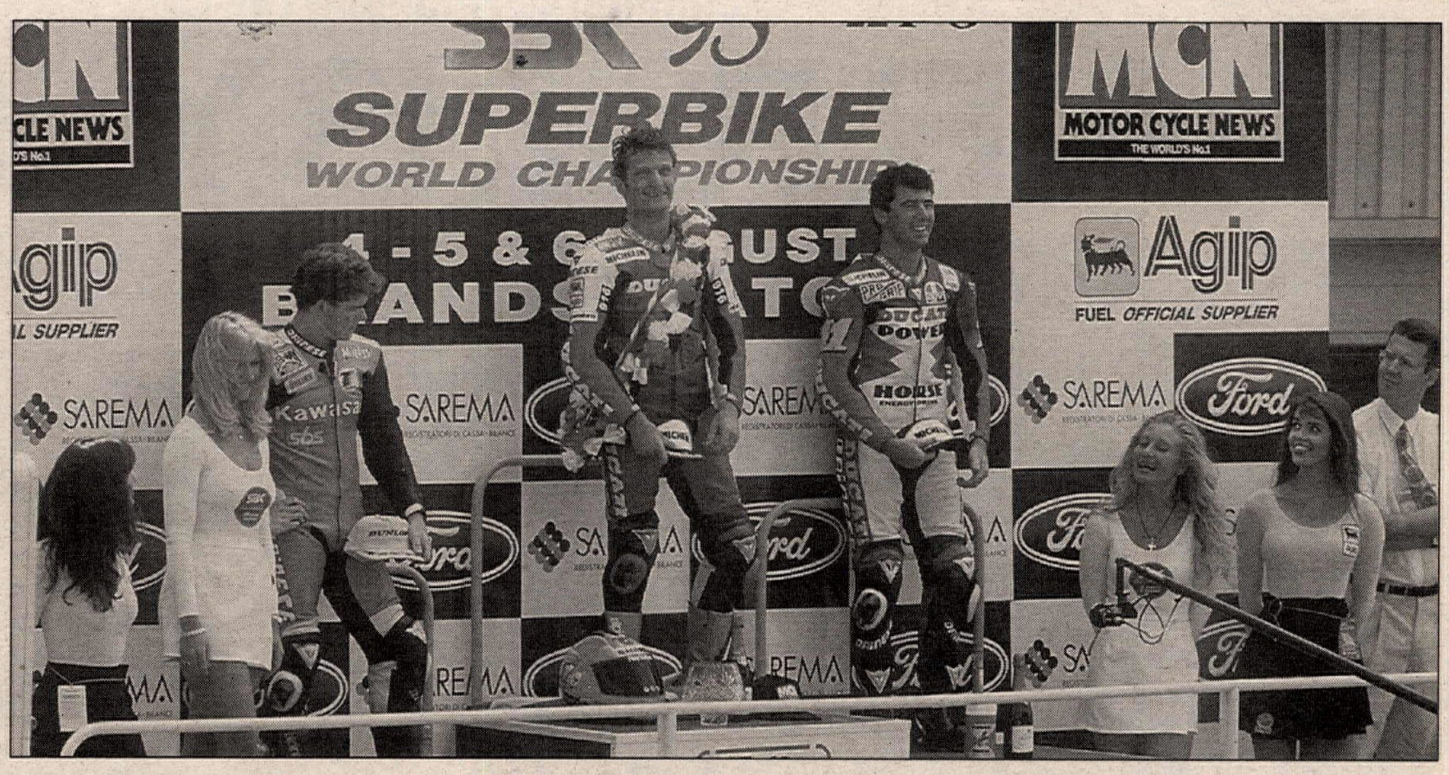
sense," the likable Italian said. "Nagai did not pass intentionally. He was in a position on the inside of the track when he saw the flag and he could not do anything to avoid passing. The film showed clearly that he waved an apology afterwards. I just hope that (Nagai) will be angry enough to show everybody what he is made of in Sugo within a couple of weeks."

Pier-Francesco Chili was the only top runner not making it to the finish; the Italian crashed out. CN

Brands Hatch
Brands Hatch, Great Britain
Results: August 6, 1995

QUALIFYING: 1. Carl Fogarty (1:27.83); 2. John Reynolds (1:28.37); 3. Yasutomo Nagai (1:28.52); 4. Troy Corser (1:28.59); 5. Steve Hislop (1:28.85); 6. Anthony Gobert (1:28.87); 7. Fabrizio Pirovano (1:29.03); 8. Colin Edwards (1:29.03); 9. Mat Llewellyn (1:29.14); 10. Simon Crafar (1:29.15); 11. Piergiorgio Bontempi (1:29.18); 12. Aaron Slight (1:29.19); 13. Pier-Francesco Chili (1:29.24); 14. Mauro Lucchiari (1:29.30); 15. Paolo Casoli (1:29.73); 16. Gianmaria Liverani (1:30.12); 17. Michael Rutter (1:30.17); 18. Adrien Morillas (1:30.22); 19. Andreas Meklau (1:30.57); 20. David Jefferies (1:30.76); 21. Terry Rymer (1:30.85); 22. Ray Stringer (1:30.91); 23. Brian Morrison (1:30.92); 24. Massimo Meregalli (1:31.29); 25. Lee Pullan (1:31.55); 26. Phil Borley (1:31.82); 27. Shaun Muir (1:32.45); 28. Stefano Pennese (1:32.95); 29. Alex Buckingham (1:33.18); 30. Anders Rasmussen (1:33.69); 31. Aldeo Presciutti (1:34.59); 32. Bruno Scatola (1:36.80).

RACE ONE: 1. Carl Fogarty (Duc); 2. Troy Corser (Duc); 3. Anthony Gobert (Kaw); 4. John Reynolds (Kaw); 5. Colin Edwards (Yam); 6. Pier-Francesco Chili (Duc); 7. Fabrizio Pirovano (Duc); 8. Steve Hislop (Duc); 9. Aaron Slight (Hon); 10. Simon Crafar (Hon); 11. Mauro Lucchiari (Duc); 12. Paolo Casoli (Yam); 13. Piergiorgio Bontempi (Kaw); 14. David Jefferies (Kaw); 15. Gianmaria Liverani (Duc); 16. Terry Rymer (Hon); 17. Phil Borley (Hon); 18. Massimo Meregalli (Yam); 19. Lee Pullan (Kaw); 20. Alex Buckingham (Yam); 21. Anders Rasmussen (Yam).
Time: 37 min., 13.87 sec.
Distance: 25 laps, 65 miles
Average speed: 104.75 mph
Margin of victory: 2.93 sec.



Fastest lap: Fogarty, 1:28.27/106.04 mph

RACE TWO: 1. Carl Fogarty (Duc); 2. Colin Edwards (Yam); 3. John Reynolds (Kaw); 4. Yasutomo Nagai (Yam); 5. Anthony Gobert (Kaw); 6. Troy Corser (Duc); 7. Fabrizio Pirovano (Duc); 8. Aaron Slight (Hon); 9. Steve Hislop (Duc); 10. Simon Crafar (Hon); 11. Mauro Lucchiari (Duc); 12. Adrien Morillas (Duc); 13. Paolo Casoli (Yam); 14. Piergiorgio Bontempi (Kaw); 15. David Jefferies (Kaw); 16. Matt Llewellyn (Duc); 17. Andreas Meklau (Duc); 18. Terry Rymer (Hon); 19. Gianmaria Liverani (Duc); 20. Brian Morrison (Duc); 21. Massimo Meregalli (Yam); 22. Phil Borley (Hon); 23. Anders Rasmussen (Yam).
Time: 37 min., 15.44 sec.
Distance: 25 laps, 65 miles
Average speed: 105.90 mph
Margin of victory: 1.15 sec.
Fastest lap: Edwards, 1:28.34/ 105.96 mph

WORLD SUPERBIKE C'SHIP POINT STANDINGS (After 8 of 12 rounds): 1. Carl Fogarty (345/9 wins); 2. Troy Corser (209/2); 3. Aaron Slight (183/1); 4. Fabrizio Pirovano (144); 5. Anthony Gobert (137/1); 6. Yasutomo Nagai (132); 7. Pierfrancesco Chili (127/1); 8. Simon Crafar (122); 9. Mauro Lucchiari (118/2); 10. Colin Edwards (115); 11. Piergiorgio Bontempi (97); 12. John Reynolds (84); 13. Andreas Meklau (55); 14. Jochen Schmid (53); 15. Paolo Casoli (36).

Upcoming rounds:
Round 9 - Sugo, Japan, August 27
Round 10 - Assen, Holland, September 10

The top three from the first race are all smiles. From left to right - Gobert, Fogarty and Corser. Fogarty has now won nine races this season, including three double-win victories to his credit.

Briefly...

In September, the 1996 World Superbike Championship calendar will officially be presented. At Brands Hatch, championship promoter **Maurizio Flammini** let us look over his shoulder for a sneak preview. Eighteen promoters have applied for a spot on the calendar, and only 12 or 13 will be accepted. According to the provisional calendar, the season will start in Monza, Italy on April 14, with Donington Park hosting the second round. A new round is also scheduled in Eastern Europe. Some races will be run on different dates than normal: Things are still up in the air with Albacete, the Spanish circuit which is scheduled to host the Spanish round in September. Most of the races will be run with an interval of at least two weeks - in order to avoid the teams rushing from one circuit to another without having any time to do development work or - in the worst case - to repair damaged bikes. According to Flammini, the possible date change for the Australian Grand Prix will not interfere with the Superbike round traditionally organized at the end of the season. The Flammini people are also hoping to get World Championship status for the Supersport category in 1996, in which case Adrien Morillas will be one of the first Superbike riders who might join the current Supersport specialists in a bid for the first 600cc world title.

As to the **technical regulations** for the World Superbike and Supersport championships, a professor from the University of Belfast is expected to present a thorough study at the FIM autumn congress which should provide a "scientifically sound basis" for the new weight and cc limits to be introduced in four-stroke racing from 1996 or 1997 onward. Some years ago, the British professor performed similar studies for car and power-boat racing.

A few days before the Brands Hatch round, Pier-Francesco Chili gave the **Cagiva 750** its first official outing. "I only did some nine laps on the Mugello circuit," the former Grand Prix star said. "The test was only intended to allow some pictures to be taken. The bike was still a prototype of the streetbike, complete with electrical installation and all the other standard equipment, which brought the weight to 185 kg (407 pounds). There is still a lot of work to be done before the bike will be ready for production and homologation in World Superbike racing. I expect the Cagiva 750 to make its debut in 1997."

Suzuki will make their official debut in World Superbike racing in 1996. According to some, New Zealander **Andrew Stroud** and Australian **Peter Goddard** are most likely to man the factory bikes, with the team based in Italy. Stroud admitted in Brands Hatch that Suzuki had not yet spoken to him about their plans, but Yoshimura was very happy with his performance in the Suzuka 8-Hour. "I will ride a race for the Yoshimura team in the All-Japan Championship at the end of the season," Stroud said. "For next year, we are looking into different options: first of all, we'll try to get a budget for an official Honda 500. Apart from that, Oscar Rumi talked to me this weekend. He'd already contacted me a couple of months ago, when it was not sure whether Simon Crafar would stay in his team or move to the official Honda Castrol squad. With the end of the season drawing closer, Rumi is now looking at several candidates for his team in 1996."

According to **Pier-Francesco Chili** the Gattolone Racing Team - his current team - will have full-fledged factory Ducatis in 1996. "Ducati would like to limit their efforts in World Superbike to two factory riders in 1996," Chili said. "But that number might be raised in the next couple of months. If everything goes according to plan, Gattolone Racing Team will receive two factory bikes for me; the second rider would use updated private bikes." "Franky" got updated parts and electronics for the first time at Laguna Seca. Prior to that, Chili always maintained that he had been running a standard Ducati.

Troy Corser is about the only rider who is already assured of factory Ducatis for next year. The Australian signed a two-year contract with Cagiva at the end of 1994. Corser will more than likely stay in the Austrian Promotor team. Alfred Inzinger, manager of the team, has big plans for next year: Apart from factory bikes for the two factory riders (Corser and probably a young gun), he also wants to start up a "Junior team" with two riders on the factory bikes Corser and Andreas Meklau are using this year. Meklau will most likely be on one of those two bikes. In the meantime, Inzinger has already received several applications to be Corser's teammate on the "A-team." Apart from Doug Chandler, several top Superbike riders have contacted the Austrian businessman. Meanwhile, no one is sure what will happen to the team run by Virginio Ferrari. **Carl Fogarty** has been asked by the Castigliones to make a decision in the next few days as to his plans for next year. But it is, of course, very unlikely that negotiations will stop when Fogarty tells the Italians that he still hasn't made up his mind. The Brit is also considering other options (some of which come from Grands Prix racing).

One of the possibilities for Carl Fogarty is the **Castrol Honda** team, even though manager Neil Tuxworth said that no negotiations have been started. "Any leading superbike team has to consider Carl," Tuxworth said. Things are, however, a little bit different than last year. Tuxworth, a long-time personal friend of Fogarty's, will be responsible for the riders' contracts beginning next year. Until now, that had been the responsibility of the Japanese at HRC while Tuxworth was responsible for the hiring of the "technical" personnel.

Two British stars were absent at Brands Hatch on the Friday before the race. **James Whitham** would stay away for the whole weekend after being diagnosed as anemic and suffering from an overactive thyroid gland. In just a matter of a few days, he had lost several pounds in body weight. **Terry Rymer**, on the other hand, was testing a Lucky Strike Suzuki 500 on the Czech circuit of Brno on Friday. "I was contacted by Garry Taylor, manager of the team, when I was in Suzuka," the Brit said. "He asked me if I was free and if I was interested in doing some work for him. Of course, this was an offer I couldn't refuse." Apart from his broad experience with several types of racing motorcycles, Rymer also got the opportunity because contracted Grand Prix riders aren't allowed to test on a homologated Grand Prix circuit within a month before the actual GP is held; Brno is scheduled for August 20. And finally, Rymer is also one of the few top-10 superbike riders who is not under contract with a rival factory team this year. Rymer got back to Brands Hatch - which is only a stone's throw away from his home - in time for official practice on Saturday and the races on Sunday. As reported in our latest issue, the Brands Hatch round was Rymer's first ride for the British national Honda Castrol team, for whom he will ride in the remaining national races as a replacement for the injured Ian Simpson.

The British traffic always takes its toll when an international race is held on the British isles. This time, it was Supersport rider Philippe Mouchet who forgot that the English tend to drive on the left side of the road. The Frenchman totaled his car when he left the hotel on Thursday morning. Unable to find someone to drive him back to the hotel in the evening, Mouchet was forced to sleep in the back of his truck on Thursday evening.

The **Smokin' Joe's Honda** team may make their World Superbike debut outside of the United States a little bit earlier than expected. As we reported from Laguna Seca, the team has negotiated with the Flammini Group to receive some financial support for the Australian round at the end of the season. As things look now, team owner **Martin Adams** might get some support for the Sugo and the Sentul, Indonesia rounds. Next year, they would like to enter some races in order to score enough points to receive a travel budget for all the 1997 races. Much will depend also on the willingness of team sponsor Camel to finance a campaign outside of the United States. Still, according to Adams, he is not sure who his riders will be in 1996. **Mike Hale** has been approached by several other teams (also from Grand Prix) and **Miguel DuHamel** has received an offer from Harley-Davidson, who seems to be willing to pay double what the Canadian receives now in the Honda team.

With his sixth consecutive victory in the European Supersports Championship, **Michael Paquay** secured his second European title in the Supersports class. The 21-year-old from Saint-Hubert in the Belgian Ardennes gained his first title in 1993 aboard a D'Hollander-tuned Honda CBR600. After a disastrous World Superbike season in 1994, Paquay returned to his roots and took a factory Ducati 748 to glory in the European title battle. The Belgian might well have another go at the World Superbike Championship in 1996, possibly with an official bike from Ducati. Another option is continuing in Supersports, if this category is granted World Championship status next year.

Round 13: Peoria M.C. Clubgrounds

CARR...BY FAR

By Scott Rousseau
Photos by Flat Track Fotos

PEORIA, IL, AUG. 6

According to Chris Carr's detractors, this was going to be the year that the factory Harley-Davidson rider, and winner of nine Peoria National TTs - including the last eight straight, was going to go down.

And why not? After all, Carr has spent the majority of his time contesting the AMA Superbike Series this year, and thus has not followed the entire AMA Grand National Series. Nor did he compete in the Peoria TT "warmup race," the AMA 600cc National held at the fabled clubgrounds on June 11. So it would not be entirely unreasonable to assume that the 28-year-old Valley Springs, California, resident could be just rusty enough to let victory number nine slip through his fingers and into those of one of the several 600cc and/or TT specialists who invade this particular Grand National event each year in an attempt to strip the "Prince of Peoria" of his crown. This could be that year, the pundits thought. But when it was all over, Carr had a response for them:

Think again.

That was the message that Carr sent loud and clear to the estimated 15,000 spectators who lined the historic racing facility on Cameron Lane as well as countless television viewers in homes across the country when he stormed to convincing wins in both the 25-lap Grand National main event - round 13 of the 24-race series - and the 25-lap AMA Grand National Invitational telecast live by CBS Sports. Through two 10-lap heats and both main events, Carr remained undefeated, once again alleviating the incredible pressure that his royal moniker bears with it.

"The pressure's off for another 51 weeks," Carr said. "I've won 16 major races here now. This place is gonna go absolutely nuts the day that I get beat here. I want to put that off as long as possible."

According to Carr, the ninth was as good as the first, and it was probably earned the same way. The Harley-Davidson Inc./Arai/Hap Jones/Alpinestars/Motion Pro/White Brothers-sponsored former Grand National Champion got an excellent start from his position on the front row, and then followed Bartels' Harley-Davidson's Ben Bostrom for three laps before making a pass for the lead off turn two and then flat motoring away from the field to finish some seven seconds ahead of the second-placed rider.

That rider was none other than Carr's factory teammate and defending series champion Scott Parker, one of the men tabbed as the rider most likely to take the win without a last name that rhymes with "star." The Harley-Davidson Inc./Bell/HOG/Yeti/D's/Reed Randle Ford/AFAM-backed Parker prepared for the TT by winning the AMA 600cc National held at Peoria, June 11, and it showed, as he ran right with Carr - at least according to the lap charts - all day long. But the much anticipated showdown between the two rivals failed to materialize as Parker got a terrible start from the second row and then had to fight his way through the pack on his way to the front. Parker ran as low as eighth before slicing through the pack with the skill of a surgeon, taking second place away from Andy Tresser on lap 17. Unfortunately for Parker, Carr was all but gone by then, and the two teammates circulated the track about a straightaway apart, neither giving or gaining an inch.

"I get second or third it seems like every year," Parker said. "It sucks, but you got to take the good with the bad. I was going as well as anybody. I've just got to get off (the start) with Chris. I just can't give him that much advantage. He's too fast."

(Oppostie page) To no one's surprise, Chris Carr - the Prince of Peoria - posted his eighth-straight win at the infamous TT track. Here, he leads Joe Kopp in the made-for-television, 25-lap Grand National Invitational race. Car won that one, too, and took home $1766 from the $20,000 Invational purse. Kopp finished second. (Right) Ben Bostrom (11) grabbed the early lead in the Grand National main event ahead of Rich King (80), Carr (4) and the rest of the 17-rider field. Bostrom would eventually drop back and finish sixth.

Former Harley-Davidson factory rider Kevin Atherton came home a lonely and rather uneventful third, dicing with King, Tresser and Bostrom brothers Ben and Eric before yanking the throttle and clearing the traffic on about lap 19. The podium finish marked a small measure of revenge for the TCR/Ben Ford Jr./Supertrapp/Motion Pro/Silkolene/AFAM/MSR/Pro Plates/EBC/Arai-supported rider, who was "gypped" out of the TV race after his chain derailed on the third lap.

"I was really bummed about that TV deal," Atherton said. "And I don't know if it helped me not to run those last 25 laps or not. The two guys who did beat me ran the TV race. I wasn't going over the jump very well today. My suspension wasn't working over the jump, but it was working everywhere else, and that's where you win or lose - everywhere else. The jump is just for show."

Atherton was pursued almost miraculously across the finish line by Circle Bell/Motion Pro/HMP/Sudco/Arai/Fox Mike Taylor/Aupperle & Sons/Bob Wirth Racing-backed Andy Tresser. The fact that Tresser, a former two-time AMA Western Regional Champion, finished a creditable fourth is not in itself miraculous until you consider that the Redwood City, Californian did so after being released from intensive care on Thursday. He had checked himself in on Tuesday with an apparent viral infection. As if that weren't enough, Tresser had also taken part in the Grand National Invitational earlier, where he had taken another fourth.

"I'm exhausted," the 30-year-old Tresser said. "Arm-pump city. That was too many laps around Peoria for today. It was the typical annual gunfight."

Washington TT maestro and Grand National campaigner Joe Kopp brought his Lopko Racing/Denny Lopp/Dave Manko/Arai/Thor/Motion Pro/WFO/Plunkett's Supply/Alpine-backed Wood-Rotax home fifth. Kopp, too, appeared to be one of the riders who could threaten Carr in the Grand National after he had led most of the TV race. But Kopp also began the main event with a less-than-stellar run to the first turn, and was forced to follow Parker and Atherton through the midpack Bostrom-King battle in the middle portion of the race before pulling clear and locking horns with Tresser from lap 19 to starter Steve Faraci's checkered flag.

Carr's victory at Peoria marked his 33rd career Grand National win, moving him into a tie with retired three-time Grand National Champion Bubba Shobert for fourth on the all-time National win list. But his 1988 race record of 10 minutes, 58.387 seconds still stands, as the Prince completed his dominion today in 11 minutes, 39.940 seconds on the grooved and dry-slick but fast Peoria surface.

"But that came when the track was smooth, not a ripple on it," Carr said. "I don't think that record will ever be broken."

HEATS

By the time the first 10-lap qualifying heat was rolled onto the track, the course had already been subjected to the abuse of over 84 laps of racing from 10 four-lap scratch heats as well as the entire Invitational TV program (see Grand National Invitational). In all, 59 riders attempted to qualify for 48 spots in the Grand National program.

USC Racing's Terry Poovey was the first rider off the line in heat one, and the Texan appeared to be fast both in the turns and on the straightaways. But Poovey held back the reins on his Rotax over the jump, and that proved to be his undoing. Poovey and Kopp seesawed back and forth briefly before Kopp literally flew into the lead over the jump and came down to lead from lap three to the finish.

"I got a real bad start and got real out of shape in turn one, but then I started catching them over the jump," Kopp said. "The track is starting to dry out a lot. I'm going to soften up my suspension a bit and try to stay on the groove. My first goal was to get on the front row."

Poovey also eventually gave way to a three-rider battle between Team Undo rider Brett Landes, Eaken Racing's Larry Pegram and Spectro-Moroney's H-D rider Georgie Price IV. Landes got the nod for second to take a direct transfer to the main event.

"I think Terry was holding Georgie up a bit," Landes said. "Georgie tried to get by Terry and I got by both of them. I was just in the right place at the right time."

Whatever "rust" Carr might have had was quickly polished off in the first two laps of the second heat. Carr took the lead from the get-go and built a two-second lead on Modesto H-D-backed Matt Wait and Bartels' rider Ben Bostrom, the latter being one of the riders touted as a threat to Carr's Peoria throne. But certainly not in this heat race as Carr took the win by more than a straightaway. Bostrom broke free of Wait for second.

"I just got a good start, got out front and cruised," Carr said. "We've been playing around with different rim widths. We'll be all right."

Bostrom admitted to having more work to do.

"We had some real bad brake problems," Bostrom, another dirt tracker-turned-road racer, said. "I pulled these brakes right off my Honda CBR600F2. We're getting it dialed, and we will have it working for the main event. He (Carr) is really flying, but I think we stand a good chance of running with him. We got to finish on the podium."

Tresser stepped up and claimed the win in heat three after visiting the ground in turn one on the opening lap and causing a red flag. Parker had been leading at the time and appeared to be in prime position for a direct transfer. Unfortunately for Parker, he wheelied off the line on the restart and was muddled in midpack, while Tresser pulled into the lead over a three-rider battle among Don Estep, Loral Lake Racing's Ronnie Jones and Bartels'-sponsored Eric Bostrom. Things would get worse for Parker on lap five as he got back into the fight only to tangle with Estep in turn one on lap five and hit the dirt in turn two. Parker appeared to be all right and the race continued until Estep also went down hard in turn one on lap six, causing the red flag to come out this time. Parker attempted to restart the race, but when AMA officials ruled him one lap down, he returned to the pits, opting to wait for the semi rather than complete the heat race.

"I was going to finish last either way," Parker said.

On the restart, Tresser and Jones led the way to checkered flag.

"I lost my concentration on that restart," Tresser said. "I knew I was being pressured, but I just tried to ride a smooth race."

After his disappointing result at his hometown race, the Oklahoma City Half Mile held one week prior, Jones' runner-up finish provided a fresh start at a rather unlikely venue for him.

"It may seem like it to everyone else, but for me this isn't unexpected," Jones said. "It's a tough place, and you just have to go for it. Hopefully, these good results will turn into more good results. We need that."

Atherton styled his TCR Wood-Rotax to win the final heat with a rather uneventful wire-to-wire romp while King dispensed with an insurgent Kenten Longcor to take the final direct ticket to the main.

"That heat race went well," Atherton said. "I got out front early and just kind of relaxed and rode my own pace. That's what we're going to have to do in the main event as well, because it's a long race. Peoria is tiring."

"I got hung up in traffic," King said. "Once I got behind Kevin we were pretty consistent. We could catch him in some places and he was faster in others. But we've had a pretty long day already, and we're just trying to save ourselves for the main event. Top five is what we're looking for."

SEMIS

Pegram got back on track with a fairly convincing win in the first semi, which was restarted after Craig Estelle high-sided and unloaded hard in turn one. Estelle was uninjured and made the restart, and Pegram picked up where he

Round 13: Peoria M.C. Clubgrounds

left off. Wait and Deeley Harley-Davidson's Steve Beattie made it into the show with Pegram.

"We've been having bad luck all day," Pegram said. "We broke a valve spring in the scratch heat and jumped the line in the regular heat and finished fourth. We've been coming from the back all day, but we're going fast. Now we'll just have to get a good start from the second row in the main."

After being rather quiet to this point, Washington TT rider and reigning AMA 600cc National Champion Mickey Fay led Terry Poovey and Ty Howard into the main event via the second semi.

"I was trying to count them up, and with practice, I'll have about 116 laps by the end of the day," Fay, a former factory Honda rider, said. "Just give me a hit of oxygen and I'll be right there. I'm 37 years old, and that's my excuse nowadays."

Parker regained his composure to take the win in the last semi after clashing with Eric Bostrom, who finished second over Price.

"I'm never real impressive at Peoria," Parker said. "But I've already passed a lot of people today.

"They say that I can't TT," Parker joked dryly. "I can TT, but I can't beat Chris at Peoria."

GRAND NATIONAL INVITATIONAL

Lights, camera, and plenty of action could be seen when CBS Sports went on the air nationwide with the AMA Grand National Invitational, a one-hour live program that featured two separate 10-lap heats as well as a separate, non-points-paying main event. CBS announcers Ken Squier, Ralph Shaheen and Larry Maiers delivered the commentary as 17 riders took to the track for a $20,000 main event.

There was drama right from the beginning as both Carr and Parker jumped the start of the race and were sent to the penalty line, giving another favorite, Kopp, a clear advantage.

But while Kopp did in fact take the early lead, Carr supplied the fireworks during the race by coming from several seconds down, putting on a Jeremy McGrath-like charge through the pack with Parker in tow before catching Kopp on lap 17. Parker then displaced Kopp and ran away in the final eight laps for a convincing win. Kopp held on for second at the line while Parker filled out the podium in third.

"That was great," Carr said. "We were able to show what we could do on National television."

Initial feedback from sources who viewed the program on television indicated that the program was well-received.

GRAND NATIONAL

Ben Bostrom grabbed the initial lead when the 17-rider final shot off the line, but Carr had certainly gotten off to a good enough start from his position on the pole as he trailed both Ben Bostrom and King, looking very much like a cat playing with a pair of mice before devouring them. King was the first to get swallowed. Ben Bostrom then appeared to be having trouble getting through turns one and two, and that was exactly where Carr made a pass for the lead as the duo came off the second corner on lap three. From there, Carr settled in and once again played out that familiar Peoria rhythm in his head, pulling further and further away on each circuit, aboard his Kenny Tolbert-tuned XR600.

"He (Bostrom) made a couple of bobbles and I went right by him," Carr said. "You got to be smooth and race the racetrack, because the racetrack will hurt you more than a racer. After eight years you get that rhythm going, and it's always the same."

After Carr began his annual check-out, Ben Bostrom then fell victim to Tresser, who left the Bostrom brothers to settle a family feud. In the meantime, Parker and Atherton were on the move through the field.

Parker wasted little time threading his way through the King/Bostrom and Bostrom/Tresser feuds, starting his weave on lap 11 and sewing it all up by lap 15. After that, a look at the lap charts showed that Carr was turning laps in the low 27- to high 28-second range, and Parker was doing the same. The rift neither grew nor shrank. Afterward, Carr wasn't surprised to hear it.

"I figured that the guy to beat here

(Above) Scott Parker (1), here leading Eric Bostrom in the third semi, had to claw and scratch his way through the pack in the National and by the time he had control of second, Carr was already long gone. (Right) A thrown chain ended Kevin Atherton's hopes in the Invitational race, but he rebounded for a third-place finish in the National.

was Parker," Carr said. "I wanted to put as big a lead on the rest of them as I could so that I could relax. I was getting tired at the end of the National."

"I think I burned more energy in the TV race than in the main event," Parker said. "The bike was working better, and I didn't have to run as hard."

Atherton also charged through the midpack traffic to pull in some distance behind Parker on lap 19.

"We got a pretty good start, but I missed a shift going up to the jump," Atherton said. "I don't like to shift it until we get to the straightaway. Then I just stayed consistent and waited on the other guys to have problems or get tired. You have to pace yourself here. I've gotten a second and a third here before, and that's how I did it. It's a long race. People get tired."

With the top three all but set, the best race on the track in the closing laps was provided by Kopp and Tresser. Kopp was hanging in fifth place, and as the laps wore on, he decided it was time to make a move. But Tresser frustrated all of Kopp's efforts right to the checkered flag as both riders tired.

"I've never had trouble over the jump," Kopp said. "But I had a couple of bobbles on the landing and I made a couple of big-time saves that I didn't think I'd make."

Tresser was happy to collect the fourth-place money.

"We were broke," Tresser said. "I had to borrow money to come to this race. Now I have enough money to pay them back."

Atherton's third-place finish, some 20 seconds down, was small consolation for the glory that he had hoped for in the Invitational.

"I was really looking forward to being a highlight of that, no matter where we finished," Atherton said. "CBS had given me and Chris radios to wear, and all I got to say was 'bad start,' I got to 'yahoo' over the jump a few times, and then I got to say that the chain fell off."

If Parker was overly disappointed with his own finish when the checkered flag fell, he didn't let it show.

"I think I did more laps than anyone today," Parker said. "Peoria's over, and I smoked everybody that I had to smoke (in the points race)."

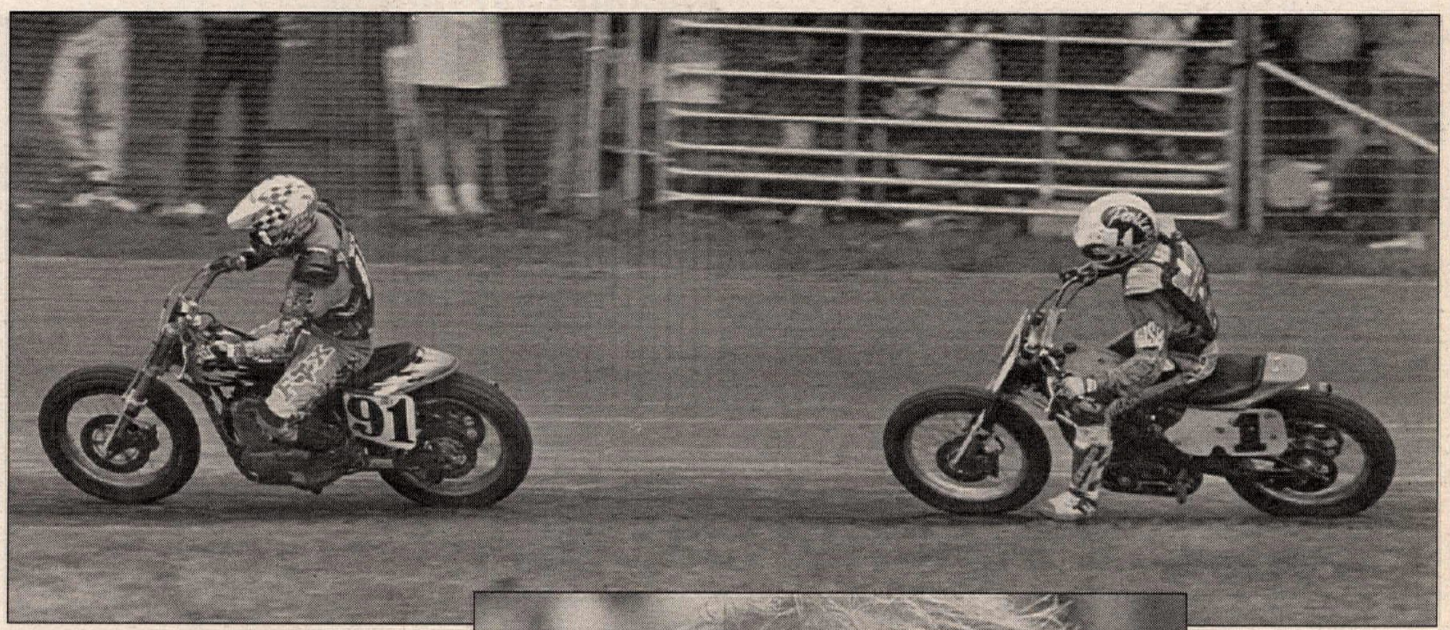
Indeed he did, as Parker increased his series points lead to 34, with 155 points over King, who jumps back into second place with 121.

But it was still Carr's day - just as it has been for the past eight years in a row - as he crossed the line first, electing to forego the usual wheelie celebration. The win moved him only three points behind King; Carr is now third in the points race with 118 - not bad for someone only following the Grand National Series part time. But eight Peoria TT wins in a row?

"I know that people are getting tired of it," Carr said. "But that's too bad. The other guys are going to have to do something about that. Not me. Someday I want to look back and see that I accomplished something here."

That glory is almost certain, for no other rider has flat owned a race track year after year the way Carr has owned Peoria; so dominant has Carr been that if he wins number 10 in 1997, the club may want to consider handing him the deed to the track. But for now, Carr said he is just glad to enjoy the sweetness of win number nine. And how long will that last?

"I got a race Wednesday night in Rapid City (South Dakota Grand National Half Mile), so not that long." CN



Peoria M.C. Clubgrounds
Peoria, Illinois
Results: August 8, 1995 (Round 13 of 24)

HEAT 1 (10 laps; 12 riders, top 2 transfer): 1. Joe Kopp (W-R); 2. Brett Landes (Rtx); 3. Georgie Price IV (Rtx); 4. Larry Pegram (Rtx); 5. Terry Poovey (Rtx); 6. Rex Fisher (W-R); 7. Lonnie Kopp (Rtx); 8. Davey Camlin (Rtx); 9. Eli Price (Rtx); 10. Marc Gifford (KTM); 11. Frankie Kaiser (W-R); 12. Phillip Lash (KTM).
Time: 4 min., 50.86 sec.

HEAT 2 (10 laps; 12 riders, top 2 transfer): 1. Chris Carr (H-D); 2. Ben Bostrom (Rtx); 3. Matt Wait (Rtx); 4. J.P. Simonsen (Hon); 5. Steve Mayfield (Rtx); 6. Craig Estelle (Rtx); 7. Dan Butler (Rtx); 8. Paul Bergstrom (Rtx); 9. Mike Hacker (KTM); 10. Paul Kops (W-R); 11. Joey Duvall (Hon); 12. Dale Jenneman (Rtx).
Time: 4 min., 44.42 sec.

HEAT 3 (10 laps; 12 riders, top 2 transfer): 1. Andy Tresser (Rtx); 2. Ronnie Jones (Rtx); 3. Eric Bostrom (Rtx); 4. Ty Howard (Rtx); 5. Steve Beattie (Rtx); 6. John Hlebo III (Hon); 7. Russ Yamamoto (W-R); 8. Steven Gill (W-R); 9. Doug Beattie (Rtx); 10. Trapper McDaniel (W-R); 11. Donnie Estep (Rtx); 12. Scott Parker (H-D).
Time: No time due to restart.

HEAT 4 (10 laps; 12 riders, top 2 transfer): 1. Kevin Atherton (W-R); 2. Rich King (Hon); 3. Mickey Fay (Rtx); 4. Jay Springsteen (H-D); 5. Tom Troudt (W-R); 6. Bret Beyer (Rtx); 7. Kenten Longcor (Hon); 8. Jeff Harsha (W-R); 9. Scott Stevens (Rtx); 10. Eric Rickman (Rtx); 11. Dan Stanley (Rtx); 12. Will Davis (C-A).
Time: 4 min., 44.79 sec.

SEMI 1 (8 laps; 13 riders, top 3 transfer): 1. Larry Pegram (Rtx); 2. Matt Wait (Rtx); 3. Steve Beattie (Rtx); 4. Jay Springsteen (H-D); 5. Donnie Estep (Rtx); 6. Lonnie Kopp (W-R); 7. Dale Jenneman (Rtx); 8. Marc Gifford (KTM); 9. Craig Estelle (Rtx); 10. Eric Rickman (Rtx); 11. Steven Gill (W-R); 12. Kenten Longcor (Hon); 13. Mike Hacker (KTM).
Time: No time due to restart.

SEMI 2 (8 laps; 13 riders, top 3 transfer): 1. Mickey Fay (Rtx); 2. Terry Poovey (Rtx); 3. Ty Howard (Rtx); 4. Dan Butler (Rtx); 5. Bret Beyer (Rtx); 6. J.P. Simonsen (Hon); 7. Frankie Kaiser (W-R); 8. Davey Camlin (Rtx); 9. Russ Yamamoto (W-R); 10. Paul Kops (W-R); 11. Scott Stevens (Rtx); 12, Trapper McDaniel (W-R); 13. Will Davis (C-A).
Time: 3 min., 52.86 sec.

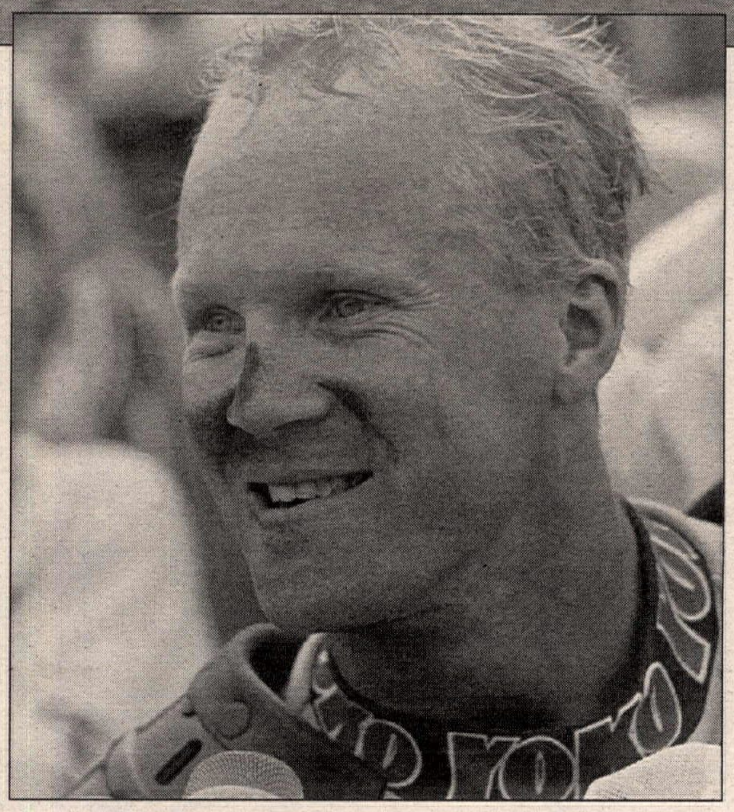
SEMI 3 (8 laps; 14 riders, top 3 transfer): 1. Scott Parker (H-D); 2. Eric Bostrom (Rtx); 3. Georgie Price IV (Rtx); 4. Dan Stanley (Rtx); 5. Paul Bergstrom (Rtx); 6. John Hlebo III (Hon); 7. Steve Mayfield (Rtx); 8. Tom Troudt (W-R); 9. Rex Fisher (W-R); 10. Philip Lash (KTM); 11. Eli Price (Rtx); 12. Jeff Harsha (W-R); 13. Joey Duvall (Hon); 14. Doug Beattie (Rtx).
Time: 3 min., 48.15 sec.

GRAND NATIONAL (25 laps; 17 riders): 1. Chris Carr (H-D); 2. Scott Parker (H-D); 3. Kevin Atherton (W-R); 4. Andy Tresser (Rtx); 5. Joe Kopp (W-R); 6. Ben Bostrom (Rtx); 7. Rich King (Hon); 8. Brett Landes (Rtx); 9. Georgie Price IV (Rtx); 10. Matt Wait (Rtx); 11. Terry Poovey (Rtx); 12. Steve Beattie (Rtx); 13. Ronnie Jones (Rtx); 14. Ty Howard (Rtx); 15. Eric Bostrom (Rtx); 16. Larry Pegram (Rtx); 17. Mickey Fay (Rtx).
Time: 11 min., 39.94 sec.

GRAND NATIONAL INVITATIONAL (25 laps; 17 riders): 1. Chris Carr (H-D); 2. Joe Kopp (W-R); 3. Scott Parker (H-D); 4. Andy Tresser (Rtx); 5. Larry Pegram (Rtx); 6. Ronnie Jones (Rtx); 7. Rich King (KTM); 8. Ben Bostrom (Rtx); 9. Mickey Fay (Rtx); 10. Dan Stanley (Rtx); 11. Brett Landes (Rtx); 12, Jay Springsteen (H-D); 13. Steve Beattie (Rtx); 14. Davey Camlin (Rtx); 15. Dan Butler (Rtx); 16. Terry Poovey (Rtx); 17. Mike Hacker (KTM).
Time: 1 min., 46.43 sec.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 13 of 24 rounds): 1. Scott Parker (155 points/4 wins); 2. Rich King (121); 3. Chris Carr (118/2); 4. Will Davis (114/1); 5. Jay Springsteen (99/1); 6. Kevin Atherton (97); 7. Steve Morehead (78/1); 8. Ronnie Jones (70); 9. Kevin Varnes (68/1); 10. Mike Hacker (66); 11. Steve Beattie (56/1); 12. Davey Camlin (49/1); 13. Brett Landes (47/1); 14. (TIE) Larry Pegram (37)/Terry Poovey (37); 16. Rodney Farris (34); 17. Dan Butler (33); 18. Georgie Price IV (27); 19. Joe Kopp (24); 20. George Roeder II (23).

Upcoming Rounds:
Round 14 - Rapid City, SD, August 9
Round 15 - Denver, CO, August 12



(Above) Andy Tresser (91), here being chased by Scott Parker, finished fourth in both the Invitational and National. (Left) Chris Carr was all smiles after the Peoria TT and for good reason. He went home over $11,000 richer when all was said and done.

Briefly...

Chris Carr landed some big cash for his "double shift" at the Peoria TT. Carr bagged $6000 for the Grand National victory plus another $3700 in posted contingencies from Harley-Davidson and Arai. On top of that, Carr made another $1766 for winning the Grand National Invitational.

When will **Chris Carr** start to feel the pressure to continue his Peoria winning streak? "At the race right before it - Oklahoma City," Carr said. "There's no sense in looking too far ahead."

TT Racing is not his forte, but **Will Davis** didn't seem to mind being at Peoria too much, even though he stood to lose a little ground in the championship points race. "I'm having a ball," Davis said. "If the track stays moist, then I can go fast enough on the rest of the track to keep up." As for the jump? "Hey," Davis said. "I can't help it if they couldn't find flat enough ground around here to build a racetrack."

Between two of the tents was a space which bore a memorial to the late **Rodney Farris**. The Peoria M.C. placed a large number-plate with Farris' number 92 on a stand in the center of the pit space, and fans placed flowers at the base of the stand.

Kevin Atherton and **Chris Carr** were wired for sound during the Grand National Invitational program. Each rider carried a transmitter on the back of his helmet so that he could deliver commentary while racing around the track. Obviously, Carr got more mileage out of his transmitter.

TV draws a crowd. AMA Pro Racing President **Cary Agajanian** and Vice President **Tom Mueller** were on hand at Peoria. Agajanian also brought as his guest race-car driver **John Andretti**, who had come to Peoria after finishing 12th in the Brickyard 400 at the Indianapolis Motor Speedway one day prior. What was Andretti's take on the action at Peoria? "I love to watch all kinds of racing," Andretti said. "And this is obviously a big event because of the CBS involvement. These guys are all so talented. Maybe I'll have to become a motorcycle racer."

Grand National Expert **Willie McCoy** made an interesting historical observation during the day at Peoria. "It's great to see these 600s go around here," McCoy said. "But that's nothing compared to when they used to go around here on 750s. Those were the men. Compared to them, we're just a bunch of punk kids."

After bowing out of the competition in the semis, **Jay Springsteen** left the pits and then returned to wish **Scott Parker** good luck, at which time Springer remarked, "I already went into the stands and had me a couple of them mountain man (Busch) beers. I had another 25 laps left in me, but I only had to work half a day today."

Young Grand National contender **Kevin Varnes** missed the Peoria TT after tearing ligaments in his right ankle while at home in Pennsylvania. According to pit-side scuttlebutt, Varnes was attempting to kick over a Yamaha YZ490, and the bike kicked back. Varnes was scheduled to have surgery on the ankle and was expected to return to racing soon.

Round 10: Washougal MX Park

Red again

By Donn Maeda
Photos by Ross Maeda & John Valdez

WASHOUGAL, WA, AUG. 6

After two dry weekends, Red Riders returned to the top of the AMA National Motocross standings as the series visited the picturesque Washougal Motocross Park in the Pacific Northwest. But while series point leader and championship favorite Jeremy McGrath and his factory Honda/1-800-Collect/Fox CR250 were a familiar sight at the head of the 250cc class, it was a new face who topped the charts in the 125cc division.

Like McGrath, Team Honda of Troy's Mike Brown turned in 2-1 moto finishes and scored the first 125cc National win of his career. Thanks to consistently high finishes, the scrappy semi-factory rider has been in contention for the '95 Championship throughout the series, but it wasn't until now that he topped an event. In winning, Brown moved from fourth to second in the series point standings, and with two rounds remaining trails Team Splitfire/Pro Circuit/Kawasaki rider Ryan Hughes - second at Washougal - by six points.

"My first National win feels great," said the 22-year-old from Tennessee. "I've been so close for so long, and now I've finally won one. All I want to do is win, and I want this title bad."

Hughes had entered the race tied for the series point lead with Team Honda/1-800-Collect/Fox rider Steve Lamson, but emerged with the lead after his Honda-riding rival suffered a fifth-overall finish. Lamson crashed on the opening lap of the first moto and could only muster a 12th-place finish, and then came back to finish a close second in moto two. In contrast, Hughes' finishes were consistent - albeit unspectacular - and his 3-4 scores netted him a bit of breathing room entering the penultimate round of the series. Hughes boasts 377 points to Brown's 371. Lamson has 370, but considering the huge deficit he has overcome thus far in the season, is still well within striking distance.

But what about Team Suzuki's Damon Huffman? The fourth title contender and former series points leader had yet another off day and slipped further adrift in the points race. Though the two-time Western Regional 125cc Supercross Champion displayed impressive speed, he didn't have the luck to match. Poor starts and crashes held the quiet Californian to fourth- and seventh-place finishes for fourth overall. Huffman has 160, and needs to dig deep in the final two rounds if he is to win his first-ever 125cc National Championship.

Finishing an overwhelmingly popular third overall was hometown hero Jason McCormick. The likable Washingtonian led the opening laps of the first race before dropping to an eventual seventh, but pulled out the stops and finished an impressive third in the second race to secure the best National finish of his young career. The highly partisan crowd went ballistic as the Honda privateer graciously accepted his third-place trophy.

Kawasaki wonder boy Robbie Reynard roosted the field in the opening race and scored his third moto win in a row, but pulled off the track on the first lap of the second go-round with a super-sore knee. Despite scoring no points in the second race, Reynard maintains fifth in the point standings with 328.

"My right knee was popping in and out in the first moto," said the fragile Reynard. "It came out about four times in the first race, and it started doing it again in moto two."

(Left) Jeremy McGrath scored his fifth 250cc National win of the series with 2-1 moto scores, and appears to be well on his way to his first National Championship as well. (Right) Honda of Troy's Mike Brown scored his first-ever 125cc National win with similar 2-1 scores.

In the "premier" 250cc class, McGrath scored his fifth win of the series after swapping moto wins with Team Yamaha's Jeff Emig. The two riders were a cut above the rest at Washougal, and easily outdistanced the pack in both motos. Emig was the clear-cut winner of the opening moto, topping McGrath by over 20 seconds, but crashed hard early in moto two. While McGrath worked his familiar magic out front, Emig soldiered on in pain and was back in second at the finish. After picking his machine up in fifth, the multi-time Washougal 125cc National winner closed within 10 seconds of McGrath at the finish.

"I've been here five years in a row now, and I'd say that it's about time that I won," joked McGrath. "Jeff was flying in the first moto, but Skip (Norfolk) changed my bike for moto two and it was working a lot better. It's too bad that Jeff crashed; it would have been a hell of a race."

Because the two riders swapped first- and second-place finishes, neither gained or lost ground in the series point standings. McGrath still enjoys a 33-point lead over Emig, 426-393.

Third overall at Washougal went to Team Noleen/Yamaha/Sizzler's Kyle Lewis, who turned in consistent 5-4 finishes. The former mini star moved into sixth in the series point standings, overtaking the absent Greg Albertyn, who is out for the remainder of the season with a broken navicular bone.

Kawasaki's Mike Kiedrowski had a terrible day at Washougal, but maintains third in the series point standings with 322. Oddball crashes kept the multi-time champion from realizing his potential, and his 11-10 moto and 10th-overall finishes were hardly up to par.

Moto two featured a bright spot in Damon Bradshaw's return to racing, as the Yamaha teamster finished a solid third. Though it was his best result since his return, the placing was overshadowed by a crash-marred 17th in the opener. "I'm happy to finish third, but I want two good motos, not just one," said Bradshaw.

As the series returned to the West Coast, racers were glad to take a break from the stifling heat and humidity that has plagued the Midwest in recent weeks. A cool breeze and constant cloud cover at Washougal kept the temperatures in the 70s throughout the day and kept the conditions ideal at the well-liked facility.

250cc NATIONAL

McGrath snared the holeshot in the first 30-minute-plus-two-lap moto and led Emig, Kiedrowski, Larry Ward and Bradshaw through the first few turns and up the big uphill, but succumbed to Emig as they flew down the following descent.

"It was wild," said Emig. "Jeremy and I were like side by side, tight as can be, for like eight turns. Nobody likes the roost here at Washougal; it hurts like hell."

After soaring past McGrath and into the lead, Emig was never again challenged aboard his Steve Butler-tuned YZ250. With each passing lap, Emig added to his lead over McGrath, and at the finish line enjoyed a 22-second margin over the three-time Supercross Champion.

"I've been disappointed in myself lately," said Emig. "I haven't been charging hard enough lately, but that one was good. That's my fifth moto win in a row here, and my first on a 250."

McGrath did all he could to stay with Emig, but realized early in the race that there was no chance.

"I don't know what happened," said McGrath of his second-place finish. "I wasn't tired at all, but he was flying, especially in the flat turns. His bike was working better. While he was hooking up, I was swapping."

Still, McGrath easily outdistanced the remainder of the field, and was well ahead of third-placed James Dobb at the finish. Dobb started well but was caught up in several early race pile-ups and dropped well into the back of the pack. But the Honda of Troy rider never gave up, maintained a torrid pace, and methodically worked past his competitors until the bitter end. Ward was the last rider to fall prey to Dobb's incredible charge, and gave up third with only three laps to go.

"I kept the same pace all race long," said Dobb, whose ride to the front was similar to his impressive charge at Mount Morris. "I've had so many injuries this season - it's good to finally ride like I am capable of. I need some good results like this. Hopefully someone will notice."

Ward ended up fourth, comfortably ahead of his teammate Lewis.

But what about Kiedrowski and Bradshaw? After starting well inside the top 10, both riders crashed together on the opening lap and spent the remainder of the race playing catch-up. Kiedrowski clipped a boulder that fell onto the track in the upper section of the course and went over the bars, and Bradshaw struck his downed machine.

"I hit this huge, huge rock on the track," said Kiedrowski, somehow managing a smile about the incident. "It wasn't there on the parade lap, so it must have been knocked onto the track by McGrath or Emig. I did a big cartwheel and Bradshaw hit my bike and fell too. I was yelling to him, 'I hit that rock,' and he was like, 'I know, I know!'"

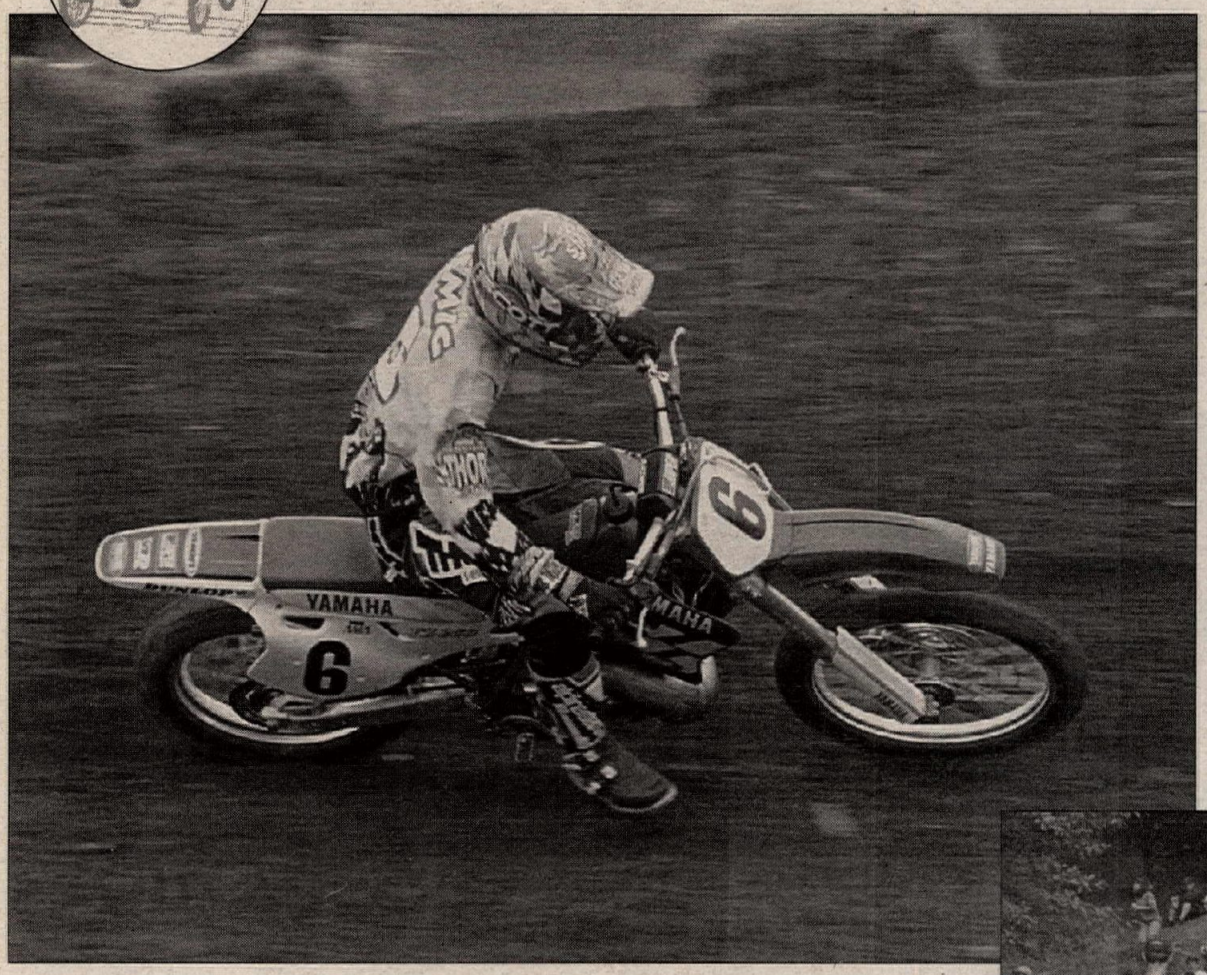
Moto two looked like it might be a carbon copy of the first as McGrath holeshot with Emig in tow. This time, however, Emig failed to overtake McGrath on the first lap and shadowed his adversary as they began lap two. Emig's chances of the overall win were dashed when his front wheel washed out in the mud as he landed from a peaked jump. Emig crashed hard, and looked dazed and confused as he lay on the track for several seconds.

"It pitched me over the bars so God-damned fast," said Emig. "I don't even know what happened. I slammed my jaw into the ground and scraped up my back. I lost my bearings for a while."

Emig picked up his bike in fifth, but was back into second before another lap was complete. Still, the damage was done and McGrath was long gone with the moto and overall wins.

"I knew Jeff crashed," said McGrath. "It was a bit of a relief. I knew that I was going to have to pick up the pace in the second moto if I wanted to beat Jeff, but I was up to the task. My bike was working a lot better. It would have been a good race."

Round 10: Washougal MX Park



(Left) Yamaha's Jeff Emig was undoubtedly the fastest 250cc rider in the first moto. He led McGrath home by over 20 seconds. Unfortunately, a crash early in moto two held him to second overall. (Below) Ryan Hughes (9) led Robbie Reynard (22) and Mickael Pichon (101) early in the opening 125cc-class moto. Reynard worked into first and ran away with ease. Hughes took control of the series point lead.

Bradshaw took control of third early on and rode a relatively lonely race, comfortably ahead of fourth-placed Lewis. Former KTM factory rider Anthony Amaradio started 15th, but set a blistering pace aboard his borrowed Honda that carried him to fifth at the checkered flag. Once again, Ward gave up a position late in the race, this time to the hard-charging Amaradio. Dobb started poorly, but worked up to seventh by the race's end.

125cc NATIONAL

Mike Craig was the fastest off the line in the first moto, but the Honda of Troy rider slipped a bit in the first turn and was passed by McCormick and Eastern Regional 125cc Supercross Champion Mickael Pichon. McCormick drove the crowd into a frenzy as he led the way around his home track, but Pichon drove past and into the lead on the first lap. McCormick was impressive as he did his best to fend off the flock of factory riders behind him, but would drop to seventh by the moto's end.

Craig, Hughes, Reynard, Huffman and Brown followed Pichon past McCormick, and the seven riders waged a heated battle over every position. Reynard was the smoothest of the bunch, and in spite of his troubled knee, was able to work into the lead and pull away at the finish. Hughes, Brown and Huffman swapped second repeatedly, and in the end it was Brown who gained control of the spot. Hughes was third with Huffman breathing down his jersey, while Pichon followed at a distance in fifth. Craig was sixth, despite a pair of crashes and a big scare in the whoops.

"I got a little bit of arm pump, but it was mostly my knee that was bothering me," said Reynard. "I just tried to stay smooth and get away from those guys."

Lamson had a terrible moto, and lost several important championship points by finishing 12th. "I started about fifth or so, but that Ryan Huffman kid went crazy on the first lap and took both of us out over the top of the uphill," said Lamson. "I was so pissed! The right side of my bars was bent up and my brake lever was bent straight down, and it took me a long time to get used to riding like that."

Suzuki support rider Scott Sheak snared the holeshot in moto two and led the first lap before succumbing to a hard-charging Brown. Once into the lead, Brown clicked into overdrive and pulled away with ease, while Sheak fought tooth-and-nail for every position he lost. Sheak would finish fifth in the moto, sixth overall.

Reynard and Pichon pulled off on the second lap - both with sore knees. Pichon had fallen in a tight switchback section on the opening lap and injured his right knee, while Reynard's pain was from an old injury. Huffman was unable to miss Pichon's downed bike and crashed back to 31st, but made an impressive charge back up to seventh at the finish.

"I was wondering why the two guys in front of me veered left and right," said Huffman. "I gassed it up through the middle of them and then as I crested the corner there was Pichon's bike."

After starting in the top five, Lamson began to methodically pick his way through the other front-runners, including Sheak, Chad Pederson and Hughes. Lamson took over second from McCormick on the 13th lap and set his sights on Brown, who was cruising out front.

"I started to take it easy because I had a big lead," said Brown. "I didn't know that Lamson was going to come up so quick. I could've gone faster through the whole race if I had known."

Once into second, Lamson made quick work of the seven seconds that separated him from and Brown and closed to the leader's rear fender within two laps. It was not to be, however, as Brown held on for the win with only inches to spare. McCormick came home a popular third, barely fending off a late-race charge from Hughes.

"The crowd was really cheering for me," said an elated McCormick. "They kept me going. I knew Hughes was coming fast, but I dug deep for that one." CN

Washougal MX Park
Washougal, Washington
Results: August 6, 1995

125 MOTO 1: 1. Robbie Reynard (Kaw); 2. Mike Brown (Hon); 3. Ryan Hughes (Kaw); 4. Damon Huffman (Suz); 5. Mickael Pichon (Kaw); 6. Mike Craig (Hon); 7. Jason McCormick (Hon); 8. Scott Sheak (Suz); 9. David Pingree (Kaw); 10. Denny Stephenson (Suz); 11. Chad Pederson (Hon); 12. Steve Lamson (Hon); 13. Brian Deegan (Hon); 14. Buddy Antunez (Hon); 15. Cory Keeney (Yam); 16. Jeffrey Pestana (Hon); 17. Forrest Transue (Hon); 18. Nathan Ramsey (Suz); 19. Barry

Homeboy

Jason McCormick will long remember this year's Washougal 125cc National. A resident of nearby Vancouver, Washington, McCormick knows every inch of the beautiful Washougal MX Park track like the back of his hand, and was the undeniable darling of the 14,500-strong crowd. The likable 20-year-old drew the loudest cheers of the weekend as he raced to 7-3 moto finishes aboard his privateer Honda and scored the best National finish of his career, edging out several factory riders along the way.

"I holeshot the first moto and led for three laps," said McCormick. "I was so stoked out there, but then I started to pump up and make mistakes. I decided to chill out and ended up seventh, but that was good for me and I was happy.

"In moto two, though, the crowd really kept me going, got me moving. All the cheering and waving was a big motivator for me to stay up front where I was. I did all I could to hold off Lamson, but he was a little too much. I knew Hughes was coming in the end, but my adrenaline was pumping so much that I didn't even feel tired."

McCormick's dream weekend was a profitable one. In addition to his $680 share of the 125cc class purse, McCormick was awarded the $500 Camel Motorsports/Skoal Racing Privateer Award for being the highest-placing privateer in the 125cc class. His biggest financial rewards, however, came from the Oregon/Washington Top Privateer Fund, started by event promotions manager and track announcer Brian Barnes.

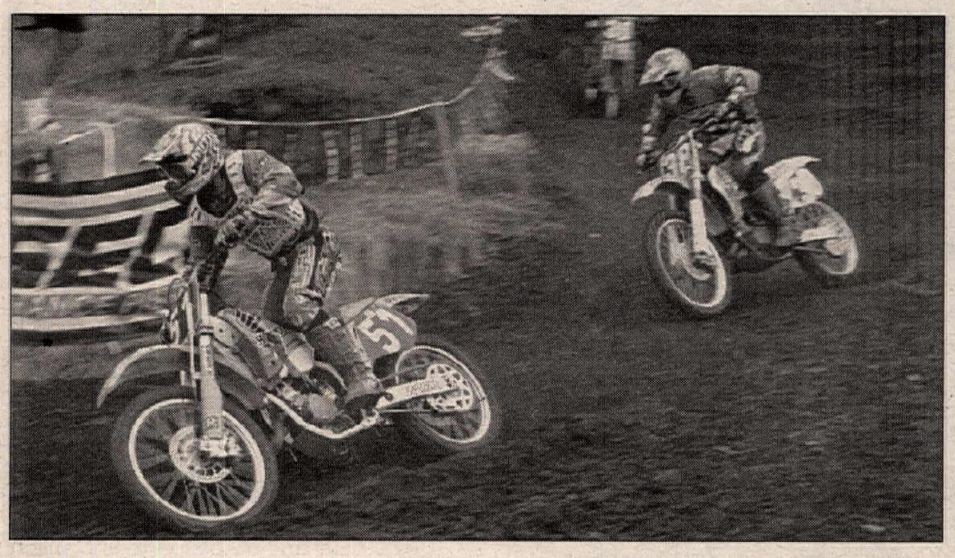
"I started the fund for the best finishing Ore[illegible] Barnes, who donated $200 himself. "Local deal[illegible] the entire amount going to the best local guy. I di[illegible] did, but I was tickled to see what a real cool deal it turned [illegible]

Shortly after the second moto, when it was announced that McCormick would be the winner of the fund, spectator after spectator rushed to the announcer's tower to contribute. In the end, the fund grew to a whopping $3667, all of which was awarded to a very appreciative McCormick.

"It feels great to know that all my friends and fans helped out," said McCormick. "This will really help out with expenses. I have a sponsor, Dewayne Winjum, who bought me bikes this year. Both of them were stolen a few weeks ago and he bought me another bike just for this race. This is good, maybe now I can help repay him."

In addition to Winjum, McCormick wished to thank his sponsors: Hillsboro Honda/Suzuki/Kawasaki, Bill's Pipes, Nelson's Athletic, Enzo Racing, PowerBar, UFO, Bell, Smith, DeVol, Dunlop, Washougal MX Park and his mom and dad.

(Below) Hometown favorite Jason McCormick (51) rode the race of his life, finishing third overall in the 125cc class. Scott Sheak (38) rode strong and was rewareded with sixth overall. (Right) Mike Craig (19) led the 125cc class through turn one in the opening moto.



(Left) Kyle Lewis earned third overall via consistent 5-4 moto finishes. The Noleen Yamaha rider ran near the front of the pack early in both motos.

Carsten (Suz); 20. Steven Herman (Suz); 21. Jeff Willoh (Kaw); 22. Rusty Holland (Suz); 23. Travis Hodges (Kaw); 24. Jimmy Lamastus (Suz); 25. Josh Kellogg (Kaw); 26. Shawn Waring (Kaw); 27. Eric Graves (Hon); 28. Lance Moural (Hon); 29. Jason Rich (Hon); 30. Chris Wheeler (Suz); 31. Vylan Nguyen (Hon); 32. Greg Schnell (Suz); 33. Steve Andrich (Kaw); 34. Tony Lorusso (Suz); 35. Jake Windham (Suz); 36. Brad Hagseth (Hon); 37. Ray Hensley (Hon); 38. Dan Moore (Kaw); 39. Eric Anderson (Suz); 40. Ryan Huffman (Hon).

Time: 36 mins., 49.57 secs.

125 MOTO 2: 1. Mike Brown (Hon); 2. Steve Lamson (Hon); 3. Jason McCormick (Hon); 4. Ryan Hughes (Kaw); 5. Scott Sheak (Suz); 6. Chad Pederson (Hon); 7. Damon Huffman (Suz); 8. David Pingree (Kaw); 9. Denny Stephenson (Suz); 10. Buddy Antunez (Hon); 11. Mike Craig (Hon); 12. Rusty Holland (Suz); 13. Nathan Ramsey (Suz); 14. Barry Carsten (Suz); 15. Steven Herman (Suz); 16. Greg Schnell (Suz); 17. Brian Deegan (Hon); 18. Jeffrey Pestana (Hon); 19. Ryan Huffman (Hon); 20. Chris Wheeler (Suz); 21. Eric Graves (Hon); 22. Brad Hagseth (Hon); 23. Josh Kellogg (Kaw); 24. Jason Rich (Hon); 25. Eric Anderson (Suz); 26. Jeff Willoh (Kaw); 27. Lance Moural (Hon); 28. Jake Windham (Suz); 29. Shawn Waring (Kaw); 30. Tony Lorusso (Suz); 31. Cory Keeney (Yam); 32. Forrest Transue (Hon); 33. Ray Hensley (Hon); 34. Travis Hodges (Kaw); 35. Robbie Reynard (Kaw); 36. Mickael Pichon (Kaw); 37. Vylan Nguyen (Hon); 38. Jimmy Lamastus (Suz); 39. Steve Andrich (Kaw); 40. Dan Moore (Suz).

Time: 37 mins., 10.09 secs.

125 O/A: 1. Mike Brown (Hon); 2. Ryan Hughes (Kaw); 3. Jason McCormick (Hon); 4. Damon Huffman (Suz); 5. Steve Lamson (Hon); 6. Scott Sheak (Suz); 7. Chad Pederson (Hon); 8. David Pingree (Kaw); 9. Mike Craig (Hon); 10. Robbie Reynard (Kaw); 11. Denny Stephenson (Suz); 12. Buddy Antunez (Hon); 13. Mickael Pichon (Kaw); 14. Brian Deegan (Hon); 15. Nathan Ramsey (Suz); 16. Rusty Holland (Suz); 17. Barry Carsten (Suz); 18. Jeffrey Pestana (Hon); 19. Steven Herman (Suz); 20. Cory Keeney (Yam); 21. Greg Schnell (Suz); 22. Forrest Transue (Hon); 23. Ryan Huffman (Hon); 24. Chris Wheeler (Suz).

AMA NATIONAL CHAMPIONSHHIP 125cc MX SERIES POINT STANDINGS (After 10 of 12 rounds): 1. Ryan Hughes (377 2 wins); 2. Mike Brown (371/1); 3. Steve Lamson (370/4); 4. Damon Huffman (360); 5. Robbie Reynard (328/2); 6. Mickael Pichon (281); 7. Chad Pederson (223); 8. Tim Ferry (219/1); 9. Denny Stepehenson (169); 10. Brian Deegan (163); 11. David Pingree (155); 12. Scott Sheak (149); 13. Buddy Antunez (145); 14. Mike Craig (134); 15. Barry Carsten (112); 16. Davey Yezek (93); 17. Jason McCormick (79); 18. (TIE) Cory Keeney/Tony Lorusso (74); 20. Brian Swink (59).

250 MOTO 1: 1. Jeff Emig (Yam); 2. Jeremy McGrath (Hon); 3. James Dobb (Hon); 4. Larry Ward (Yam); 5. Kyle Lewis (Yam); 6. Phil Lawrence (Kaw); 7. Todd DeHoop (Hon); 8. Dag Boyesen (Yam); 9. Cliff Palmer (Suz); 10. Anthony Amaradio (Hon); 11. Mike Kiedrowski (Kaw); 12. Larry Brooks (Yam); 13. Kevin Crine (KTM); 14. Rich Taylor (Hon); 15. Ty Birdwell (Hon); 16. Spud Walters (Suz); 17. Damon Bradshaw (Yam); 18. Takatery Atsuta (Hon); 19. Scott Myers (Kaw); 20. Ty Wallace (KTM); 21. Jeff Frenette (Kaw); 22. Jason Norton (Kaw); 23. Shawn Highland (Suz); 24. Larry Linkogle (Hon); 25. Patt Gomm (Suz); 26. Dave Coupe (Hon); 27. Dan Bisceglia (Hon); 28. Shawn Wynne (Kaw); 29. Terry Hamness (Kaw); 30. Mark Easley (Yam); 31. Todd Honders (Hon); 32. Brett Woodring (Hbg); 33. Aaron Whipple (Hon); 34. Chad Kresge (Hon); 35. D. Bloomfield (Yam); 36. Keith Mayes (Kaw); 37. Ray Crumb (Hon); 38. Shaun Wooten (Hon); 39. Tyce Jackson (Hon); 40. Ryuchi Yamada (Hon).

Time: 35 mins., 52.40 secs.

250 MOTO 2: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Yam); 3. Damon Bradshaw (Yam); 4. Kyle Lewis (Yam); 5. Anthony Amaradio (Hon); 6. Larry Ward (Yam); 7. James Dobb (Hon); 8. Todd DeHoop (Hon); 9. Mike Kiedrowski (Kaw); 10. Phil Lawrence (Kaw); 12. Larry Brooks (Yam); 13. Kevin Crine (KTM); 14. Ty Wallace (KTM); 15. Rich Taylor (Hon); 16. Ty Birdwell (Hon); 17. Jeff Frenette (Kaw); 18. Spud Walters (Suz); 19. Scott Myers (Kaw); 20. Jason Norton (Kaw); 21. Takateru Atsuka (Hon); 22. Dag Boyesen (Yam); 23. Dan Bisceglia (Hon); 24. Shawn Wynne (Kaw); 25. Terry Hamness (Kaw); 26. Chad Kresge (Hon); 27. Dave Coupe (Hon); 28. Todd Hinders (Hon); 29. Aaron Whipple (Hon); 30. Mark Easley (Yam); 31. Keith Mayes (Kaw); 32. Brett Woodring (Hbg); 33. Ray Crumb (Hon); 34. Tyce Jackson (Hon); 35. Ryuchi Yamada (Hon); 36. Dan Bloomfield (Yam); 37. Shaun Highland (Suz); 38. Larry Linkogle (Hon); 39. Pat Gomm (Suz); 40. Shawn Wooten (Hon).

Time: 36 mins., 47.02 secs.

250 O/A: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Yam); 3. Kyle Lewis (Yam); 4. James Dobb (Hon); 5. Larry Ward (Yam); 6. Anthony Amaradio (Hon); 7. Todd DeHoop (Hon); 8. Phil Lawrence (Kaw); 9. Damon Bradshaw (Yam); 10. Mike Kiedrowski (Kaw); 11. Cliff Palmer (Suz); 12. Larry Brooks (Yam); 13. Kevin Crine (KTM); 14. Rich Taylor (Hon); 15. Dag Boyesen (Yam); 16. Ty Brodwell (Hon); 17. Ty Wallace (KTM); 18. Spud Walters (Suz); 19. Jeff Frenette (Kaw); 20. Scott Myers (Kaw); 21. Takateru Atsuta (Hon); 22. Jason Norton (Hon).

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (After 10 of 12 rounds): 1. Jeremy McGrath (426/5 wins); 2. Jeff Emig (393/1); 3. Mike Kiedrowski (322/2); 4. John Dowd (279); 5. Mike LaRocco (256/1); 6. Kyle Lewis (247); 7. Larry Ward (235); 8. Greg Albertyn (222); 9. Phil Lawrence (188); 10. Damon Bradshaw (176); 11. Todd DeHoop (172); 12. James Dobb (172); 13. Cliff Palmer (141); 14. Doug Henry (117/1); 15. Kevin Crine (103); 16. Dag Boyesen (99); 17. Anthony Amaradio (96); 18. Jean-Sebastien Roy (71); 19. Larry Brooks (55); 20. Jeff Curry (51).

Upcoming rounds:
Round 11 - Binghampton, NY, August 27
Round 12 - Steel City, PA, September 3

Briefly...

The **Ralph and Carolyn Huffman**-promoted event at Washougal MX Park drew a healthy crowd of 14,500 spectators. Most riders agreed that the track was prepared to perfection, and spectators agreed that the race action was excellent.

Jeremy McGrath and **Jeff Emig** each took home a $1600 share of the $15,000 250cc-class purse, as both turned in first- and second-place finishes. Third-placed **Kyle Lewis** earned $650. Winner **Mike Brown** earned $1600 of the $12,500 125cc-class purse. Runner-up **Ryan Hughes** bagged $850, and third-placed **Jason McCormick** made $680. Interestingly enough, 10th-placed **Robbie Reynard** made $1000, thanks to his moto-one win.

While local hero Jason McCormick won the 125cc-class **Camel Motorsports/Skoal Racing Privateer Award**, the 250cc award went to former KTM factory rider **Anthony Amaradio**. Amaradio resigned from the KTM team after the Troy 250cc National, citing poor machine setup and a lack of internal communication as his reasons for leaving. "There were times that I felt I was endangering myself on the bike, the way it was set up," said Amaradio. "After I left the team, I heard rumors that I was out of shape, and that's why my results were poor. I knew that I needed to get out there on another bike right away and prove those rumors wrong." Amaradio piloted the Honda CR250 project bike built by *Cycle News* to sixth overall at Washougal, via impressive 10-5 moto scores. "This is the best I've done all year, by far," said the personable Californian, whose best career finish was fourth overall at the '94 Hangtown 250cc National. For the remaining two '95 Nationals and the '96 season, Amaradio will reunite with the Kawasaki R&D team that he enjoyed his previous success with.

Eastern Regional 125cc Supercross Champion **Mickael Pichon** will not stay in America to defend his indoor title, as the Frenchman plans to return to the World Championship 125cc MX Series in '96. "I do not know yet who I will ride for, but I plan to return to the GPs next year," said Pichon. "I learned a lot here this year, but I want to win a couple World Championships before I return to America. I feel that if I stay here another year, I will become trapped. How? If I move to the 250 class next year, I will need a year to adapt, then another year to go fast. If I return to Europe, I will come back to America in four to five years and go straight into the 250cc class."

Suzuki Team Manager **Roger DeCoster** reports that he hopes to sign defending 250cc National Champion **Mike LaRocco** within a few weeks. "It looks like Mike will be on my team next year," said a confident DeCoster. "We will probably agree on a contract before the next round in New York."

And speaking of defending 250cc National Champion **Mike LaRocco**, the Kawasaki factory rider was a no-show at Washougal, still nursing the knee he strained in a crash at the previous weekend's Millville National.

Ryan Hughes confirmed that he has signed a one-year contract with Team Kawasaki, and will contest the 250cc National and Supercross Series. "I'm done with 125s," said Hughes. "I've gotten to the point where they just aren't fun anymore."

Jeff Emig put to rest the rumor that Team Honda/1-800-Collect/Fox was seeking his services for '96. "I haven't called anyone, and no one has called me," said Emig. "I want to set the record straight. I have had no offers whatsoever. I'm not worried though, somewhere, somehow, I will race a motorcycle next year."

Large, easy-to-spot signs directed spectators to the event site at Washougal. Large red "MX" letters and directional arrows were featured, as well as a line drawing of two motorcycle racers. And who might those two racers have been? No, not Jeremy McGrath or Jeff Emig. Instead, *flat trackers* **Scott Parker** and **Steve Morehead**!

Team Muzzy Kawasaki road racer **Steve Crevier** and Team Cosmopolitan Motors/Beta Motor Italy trials rider **Lonny Hallsted** were among the non-MX racers on hand for the race action.

Team Yamaha's **John Dowd** was a scratch at Washougal. After Thursday afternoon's practice session, Dowd opted to ride his mountain bike back to the hotel, and separated his shoulder when he crashed only blocks from the hotel. "I thought I'd get in some exercise, and the hotel was about 20 miles away," said Dowd. "When I was about a quarter mile away from the hotel I clipped something with my pedal and went over the bars." Dowd attempted to ride Sunday morning's practice session, but was in too much pain to compete. Dowd expects to be healthy in time for the August 27 Binghampton National.

Even the best get heckled now and then. During the first 250cc moto while **Jeremy McGrath** ran second behind moto winner Jeff Emig, a non-McGrath fan ran onto the track in one of the back sections and poked fun at the supercross champ. "Dude, check this out," said McGrath. "I look up and there's this guy standing in the track, holding his neck like he's choking. I guess he was saying that I was choking. On the next lap I rode close to where he was standing and *BRAAAP*, roosted him bad. I'd say he had to eat some crow when I won the second moto."

After the National, an auction was held to raise funds for the **1995 U.S. Motocross des Nations team**, which will compete in Sverepec, Slovakia, at the September 10 event. Jerseys and other items were donated by all of the factory riders, and $2740 was raised for the team. The highest single bid of $300 came for Jeremy McGrath's race-winning jersey. **Steve Lamson** will compete aboard a 125, **Jeff Emig** will race the 250cc class, and **Ryan Hughes** will contest the 500cc division.

Before the National, a single lap of honor was taken in memory of **Gary Tabor**, a 32-year-old amateur racer who passed away at the previous day's Amateur National. Tabor suffered a heart attack shortly after his first moto. Tabor's friend, Oscar Sheets, rode Tabor's bike on the memorial lap.

Round 2: Road America

For Real

By Henny Ray Abrams

ELKHART LAKE, WI, AUG. 6

At the end of the day, the first-ever stand-alone North American superbike race, held on a beautiful summer day at Road America in Elkhart Lake, Wisconsin, was both more and less than anticipated - more fans and fewer riders - but the streamlined and efficient program went off without a hitch and there was a promise by the series promoters of many more to come. Only time will tell whether the American road racing community can support three professional series - the others being WERA Formula USA and the AMA Superbike Championship - but the superbike field was strong and more than a few riders earned bigger paydays than they ever had before. It is in the slimly subscribed support classes where there is concern. But that didn't seem to matter to the announced crowd of 8,000 spectators, a number more than double what was expected in the absence of any substantive prerace publicity and the unexpected failure of some of the more established superbike riders to show up.

Despite the glaring non-appearance of a number of name riders who had been expected to compete, the racing, in the majority of the classes, was strong and produced a pair of winners in the two superbike races.

Martini Racing's Pablo Real won the first race, conserving his engine early, fighting his way through the pack, then easily pulling away from American Flyers's Todd Harrington late in the 13-lap, 52-mile race. The Miamian took over the lead with three laps to go and bolted to a 7.9-second win.

"I cannot abuse the engine all race long, so I was kind of taking it easy," Real said. "I have a lot of experience racing the Ducati for many, many years, so I kind of take it easy, especially because I pay and they last longer that way. I could have gone a lot faster too, I just wanted to make sure I could last because I had less speed on the straightaway."

"I knew he was back there the whole time, and he came by me and I kind of lost my concentration and wasn't concentrating on what I was doing enough," the Kawasaki-mounted Harrington said. "And he pulled out a little bit of a lead and there were three waving yellows in a row, just about, and we got some lappers right away."

The race for the lead had been a good one, with six riders going for it and the pack staying tight almost to the end. Harrington was second, but he'd been passed by Joe Pittman with two laps to go and had to fight his way back. In the end, Pittman's Zlock Racing teammate, Keith Pinkstaff, who had led the first lap, wicked it up at the end of the race to move up into third. Both were aboard Kawasaki ZX-7s.

"I dropped back for a little while, but was able to close back up on them and put together some of my fastest laps the last couple of laps and get by (Eric) Moe and Pittman," Pinkstaff said.

Pittman was a close fourth, just in front of the Kawasaki of RB Engineering's Eric Moe (Kaw), with similarly mounted Andy Deatherage a close sixth.

Then came Tripp Nobles, the Georgian racing Bill Zearley's Kawasaki ZX-7 after Zearley was sidelined with a broken left wrist, the product of an accident the previous week at Savannah, Georgia. Nobles crashed the Kawasaki in the morning practice, and may have broken his right collarbone, but didn't seek medical assistance out of fear that he wouldn't be able to race. He had to start from the back of the pack after the bike wouldn't run cleanly before the race, and he worked his way up to seventh. It was later discovered that, in the haste to rebuild the bike after the crash, tape was left over the carburetors. "They don't run so good without air," said Nobles' mechanic, Vic Fasola. Nobles was later penalized for coming to the starting line late.

He didn't make that mistake in the second race, working his way into the lead on the second lap and crossing the line first. He didn't lead the entire race, however, as Real hounded him for the last five laps, taking the lead, then losing it, before retaking it on the final lap. The pair encountered backmarkers in the slow, hard-left turn five, and Nobles had the better line, snatching the lead back and racing to a narrow victory.

At the end of the 13-lap race, he was 0.330 seconds in front of Real, the pair having left the rest of the 28-rider field well behind.

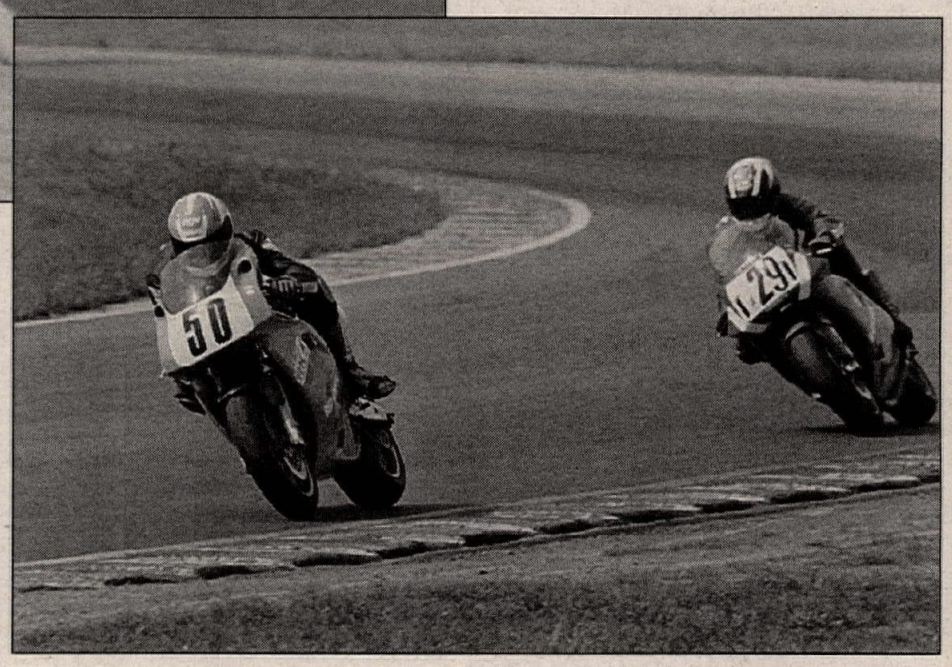
"Pablo drafted by me heading into turn five and we came up on a couple of lappers and he had to slow even more because he went up under them because he was already committed, but it killed his drive up the hill," Nobles said. Real added that traffic was "a big problem the last two or three laps."

Pittman came third this time, moving up from fifth on the last lap, with Pinkstaff fourth and Deatherage falling to fifth. Farther back, Harrington battled front-brake problems to take sixth, just in front of Moe.

The second was the faster of the two races, Nobles averaging 103.243 mph while Real averaged 102.760 mph.

Moe would end the day the undisputed leader in the NASB championship point standings. After two race meetings, and four races, Moe leads the chase with 99 points, 15 better than Pinkstaff and 23 more than Harrington.

(Left) Todd Harrington (73) leads Pablo Real (29), Eric Moe (57), Andy Deatherage (23), Joe Pittman (41) and Keith Pinkstaff (49) on the first lap of the first NASB race at Road America. (Below) The second race turned into a battle between Tripp Nobles (50) and Real (29).



RACE ONE

The first race began promptly at noon on a warm and cloudlit day with the Zlock Racing team of Pinkstaff and Pittman taking to the front. But by the end of the first lap the order had shuffled and there was a six-rider breakaway from the 34-rider field.

The order at the end of the second lap was Pinkstaff, Harrington, Real, Pittman, Deatherage, and Moe. A lap more and Harrington was in the lead where he would camp out, though with no great comfort, for the next several laps.

"Things were definitely feeling a little bit different, but Pablo was up there and a couple of guys who were riding a little bit more aggressive than they were

yesterday," Harrington said. "So I decided that I'd take off and let him deal with those guys and see if they could hold each other up, and I think they did a little bit, but Pablo got by them and started snaking on me."

Real was almost immediately camped out on his back fender, drafting him up the straights and hanging with him in the corners, all the while biding his time. It was the 10th lap before he took the lead, hard on the brakes into turn five. With less than three to run he suddenly disappeared as if he'd been sandbagging, but he was more worried about getting repassed.

"If any of these guys had been in my draft they would have been able to pass me, so I tried to avoid that," he said. His sudden ascent had been something of a surprise since he hadn't been very fast in the heat races, but he said that he'd been "breaking in the engine and I was working the suspension and tires, but I was sure that I could be there, maybe not winning, but there. So I didn't worry about making any lap time to impress anybody."

Harrington said that he made a "couple of stupid mistakes and he came by me. It broke my concentration." But not so much that he would lose second place. The bigger problem turned out to be the backmarkers and the waving yellows.

"I almost hit one of them right away because I couldn't get stopped and I didn't want to get penalized, so I got stuck behind them," Harrington said. "He got away and Pittman got by me on the second to the last lap. Then I got by him and my last lap was my fastest, I think I ran an 18."

Pinkstaff, Pittman, Moe, and Deatherage were just behind Harrington and swapping at will. In the final stages Moe dropped off and it came down to Pinkstaff and Pittman with Pinkstaff getting the nod. He said they'd been able to stay close because the front-runners were slowing each other down, then it was just a matter of outracing an old friend.

"It wore me out. I'm an old man for this kind of stuff," he said in the winner's circle. "Joe and I have had a lot of battles over the years. We don't mind running close to each other."

Behind Pittman came Moe, and Deatherage, just off the pace, then the recovered Nobles, who had missed the warmup lap before having to pit.

Rick Shaw was Nobles last victim, with Jeff Sneyd ninth, and Michael Fitzpatrick 10th. Sneyd would later be penalized for using carbon-fiber brakes.

RACE TWO

The sun was out for the second race, as Pittman and Moe ran out front at the start with Deatherage, Harrington, and Nobles in hot pursuit. Nobles moved up to the front on the second lap, the same lap in which Real, while running in sixth, overshot turn five when his front brakes failed. It was a one-time freak occurrence, and he was able to continue.

Ending the third lap, Nobles had a four-second lead and looked to be on cruise control. But Real had different plans, though they would take some time to shape up.

Halfway in, it was plain that this would be a race, not a walkover and on lap eight Real was in Nobles shadow. On the next lap Real was out front, Nobles taking it back on lap 10 on the brakes in turn five, and holding it until the final lap when Real took over using the draft into turn five. But they would encounter backmarkers on the way out and Nobles saw the advantage and pounced. Real came back at him through the back section, but Nobles had the better line and made the lead stick for the win.

"I was able to get up under him going up the hill (out of turn five)," Nobles said. "Then we went through seven and eight with him right on me. Then, coming out of the carousel, he was right on me heading to the kink, and he went way out to the edge of the track and I was able to square it off, slow down a little bit and get a better drive going down the back straight. His bike was a little faster up through the gears, I think my bike was geared a little high. Once we got running I could draft with him so I was just trying to get away from him."

"By the time I got him it was too much for the tires," Real said.

Like the lead battle, the one for third came down to the last lap, though it had formed up several laps earlier. It was about five laps from the end that third through fifth lost sixth place, leaving Harrington to fend off Moe. Pittman, Pinkstaff, and Deatherage were the three fighting for the last podium spot, Deatherage looking like he'd get away with about three laps to go, only to get reeled in, then passed with less than two laps to go. Pittman had been at the front before scaring himself when he lost the front wheel in the middle of the carousel early in the going.

"I barely saved it and one guy got under me and after that I was tentative for a couple of laps," Pittman said. "By then I was done fighting for the lead or doing anything about that. So I stayed where I was, watched it, made sure I was in the right place and close enough that what happened, happened."

What happened was that they, too, came up on traffic at the end and Pittman made the best of it, getting the third-place spot.

"I was in the right place, I kept myself right there, because I knew Keith was coming and they were trying to mix it up with two slower riders in the middle of the carousel," Pittman said.

The trio finished closely together about 14 seconds behind the leaders, with another 4.5 seconds on Harrington, who was struggling with brake problems.

"The big problem was that I couldn't get the bike to stop. The lever was right back to the bar right from the start," he said. "There are so many high-speed, hard-braking places here. Every time one of those guys would make time on me."

Moe was a close seventh, then a gap to Shaw, followed by Fitzpatrick and Darrell Clingerman.

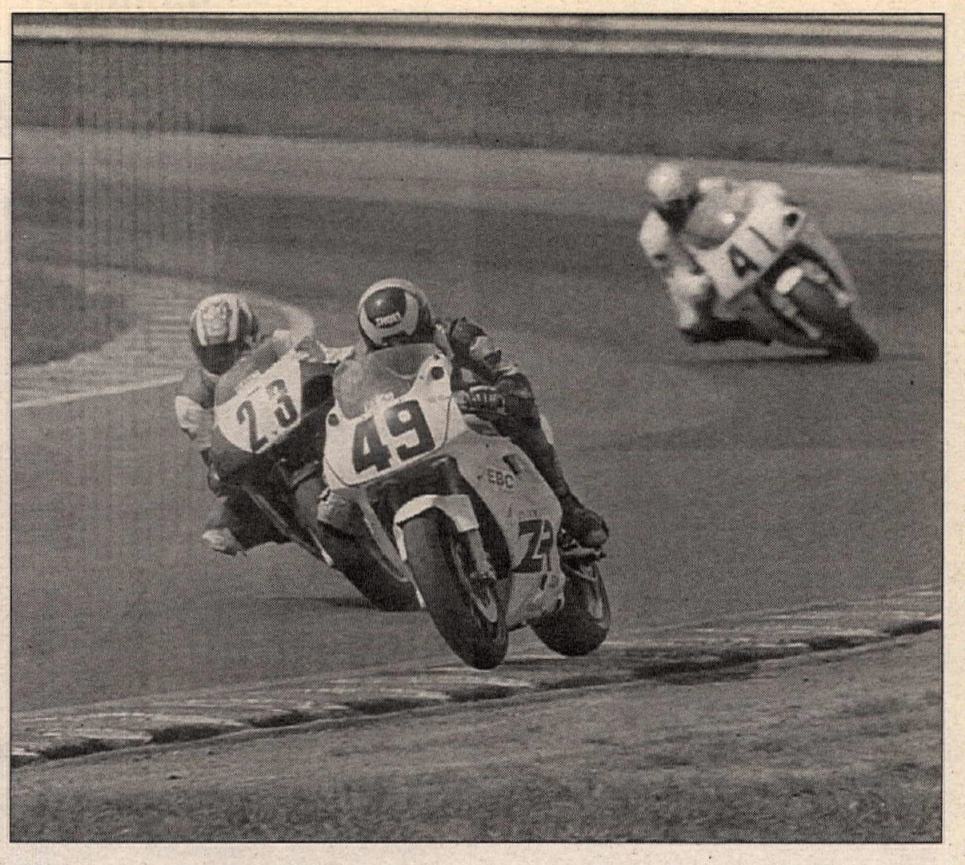
Road America
Elkhart Lake, Wisconsin
Results: August 6, 1995

RACE ONE: 1. Pablo Real (Duc); 2. Todd Harrington (Kaw); 3. Keith Pinkstaff (Kaw); 4. Joe Pittman (Kaw); 5. Eric Moe (Kaw); 6. Andy Deatherage (Kaw); 7. Tripp Nobles (Kaw); 8. Rick Shaw (Yam); 9. Jeff Sneyd (Duc); 10. Michael Fitzpatrick (Yam); 11. Steve Johnson (Kaw); 12. Darrell Clingerman (Kaw); 13. Mike Walsh (Yam); 14. Ed Berndt (Suz); 15. Seth Hahn (Suz); 16. Gary Lenzmeier (Kaw); 17. Derek Struye (Kaw); 18. Glenn Curtiss (Kaw); 19. Kelly La Count (Yam); 20. Eugene Ashworth (Kaw); 21. Robert Thomas (Yam); 22. Ken Krebs (Kaw); 23. Stephen Vlasblom (Yam); 24. Jason Wencel (Hon); 25. Tommy Dryeson (Kaw); 26. Scott Landis (Suz); 27. Kuntae Kim (Yam); 28. Tommy McComas (Kaw); 29. James Milroy (Kaw); 30. Thomas David Porter (Suz); 31. Thane Burnight (Yam); 32. Jim Dickenson (Suz); 33. Jeff Hoffman (Suz); 34. Michael Barnes (Suz).
Time: 30 minutes, 21.720 seconds.
Distance: 13 laps, 52 miles.
Average speed: 102.760 mph.
Margin of victory: 7.90 seconds.

RACE TWO: 1. Tripp Nobles (Kaw); 2. Pablo Real (Duc); 3. Joe Pittman (Kaw); 4. Keith Pinkstaff (Kaw); 5. Andy Deatherage (Kaw); 6. Todd Harrington (Kaw); 7. Eric Moe (Kaw); 8. Rick Shaw (Yam); 9. Michael Fitzpatrick (Yam); 10. Darrel Clingerman (Kaw); 11. Mike Walsh (Yam); 12. Seth Hahn (Suz); 13. Lorne Banks (Kaw); 14. Glenn Curtiss (Kaw); 15. Gary Lenzmeier (Kaw); 16. Robert Thomas (Yam); 17. Kelly La Count (Yam); 18. Derek Struye (Kaw); 19. Eugene Ashworth (Kaw); 20. Tommy McComas (Kaw); 21. Tommy Dureson (Kaw); 22. Stephen Vlasblom (Yam); 23. Scott Landis (Suz); 24. Kuntae Kim (Yam); 25. Steve Johnson (Kaw); 26. Jeff Sneyd (Duc); 27. Jeff Hoffman (Suz); 28. Ed Berndt (Suz).
Time: 30:13.20 mins.
Distance: 13 laps, 52 miles.
Average speed: 103.243 mph.
Margin of victory: 0.330 secs.

NORTH AMERICAN SUPER BIKE C'SHIP POINT STANDINGS (After 4 of 10 rounds): 1. Eric Moe (99); 2. Keith Pinkstaff (84); 3. Todd Harrington (76); 4. Michael Fitzpatrick (75); 5. Scott Russell (70); 6. Pablo Real (67); 7. (TIE) Colin Edwards II/Yasutumo Nagai (62); 9. Tripp Nobles (59); 10. Joe Pittman (58); 11. (TIE) Andy Deatherage/Mike Walsh (51); 13. Damian Weber (49); 14. Rick Shaw (46); 15. Michael Barnes (45); 16. David Stanton (42); 17. Darrell Clingerman (40); 18. Christan Zwedorn (39); 19. Seth Hahn (35); 20. Thorvald Saeby (34).

Upcoming rounds:
Round 2: Braselton, Georgia - September 17
Round 3: Loudon, New Hampshire - October 8



Third place in the second race was disputed between Keith Pinkstaff (49), Andy Deatherage (23) and Joe Pittman (41).

North American Super Bike Series
Round 1: Elkhart Lake

Zampach wins battle of Wisconsin

By Henny Ray Abrams

ELKHART LAKE, WI, AUG. 6

From the very start of the Harley-Davidson Twinsports race it was the two Wisconsin boys - Scott Zampach of West Bend and Billy Graef of nearby Sheboygan - who were going to decide the outcome. Racing before friends and family, the friendly pair made a clean break at the very start, then raced the entire five-lap, 20-mile race as if connected by a rope, both leading. But it was Zampach out front when it mattered after using a last-lap draft pass to win again at Road America. It was the same maneuver that Graef had used on him in Sunday morning's heat race.

Zampach said he was passed by Graef, "on the last lap up the front straightaway. So on the last lap there were two lead changes. Once going into one, and then I had to have complete emotional control and reserve not to pass him back because he really wanted me to pass him back bad, so I maintained all that. And then, out of turn 14, I just played the drafting game. But I tried that in the heat race and he beat me. At that point I led out of 14 so I tried to run the last lap as hard as I could to try to get away. Obviously, it didn't work."

This time it did, and the Tilley's H-D rider beat Team HMC/Hansen Racing's Graef to the line by 0.300 seconds, about a bike length. Graef said part of the problem was that he'd lost track of what lap it was late in the race.

"I thought I saw the white flag and I wasn't sure, and the next lap I did see the white flag. So I thought, 'Oh, no, now what am I going to do? Now I'm in for it.' Scott did it to me the previous lap. I went as slowly as I could," Graef said.

Zampach averaged 88.879 mph in winning the inaugural NASB Harley-Davidson Twinsports race in 13 minutes, 30.900 seconds.

About 10 seconds back in third was Steven's Racing's Tripp Nobles. The Georgian was riding with a collarbone injury, possibly a break, suffered in a morning practice crash. Throwing the big Harley 883 around didn't do him any good, but he was able to persevere and hang on to a very comfortable third.

"My shoulder is still pumped up. It was tough in the right-handers," Nobles said. "I was losing the draft off the bat and that didn't help matters. After my accident, the way I feel, just to be third behind these two guys is an accomplishment in itself."

H-D of Theinsville's Pat Lamb finished fourth, about 11 seconds back and in front of a pack of five riders contesting fifth. Kersting's Cycle Center's Greg Hutcheson ended up beating Illinois H-D's Michael Friberg, Donahue Harley-Davidson's Roger Hendricks, and Hal's H-D's Todd Evans.

There were 12 starters and 11 finishers.

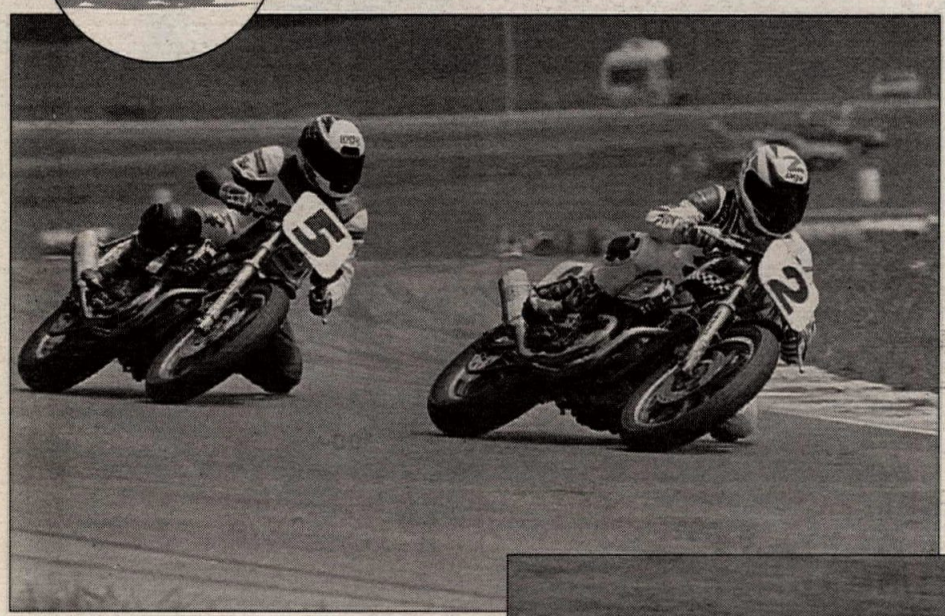
Because of the paucity of riders, the field was gridded three to a row, four rows deep, with Graef on the pole and Zampach at his side. That just about describes the rest of the race, though in reverse order.

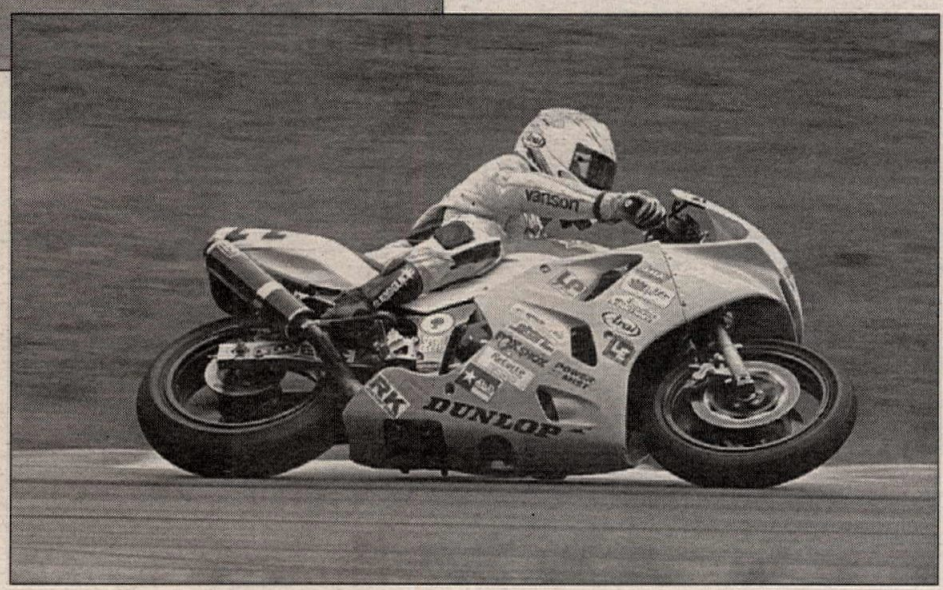
The Wisconsinites battled with each other from the start, Zampach the teacher, Graef the student.

"Last couple of races I've been out with my friend Scott Zampach and he's like my personal trainer," Graef said. "He's obviously a very good teacher because I'm right up there and feeling real comfortable and got the idea of how to ride it real good."

So good that he was able to take the lead late in the race, though it was mostly due to the aforementioned counting

Round 2: Road America





(Above) The Twinsport final saw a close battle between Scott Zampach (2) and Billy Graef (5). (Right) Russell Katzenberger was the hero of sprint racing action at Road America.

mistake. Zampach knew when the time was right to make the move and he did.

"I made sure I wasn't the guy leading out of turn 14 out of the last lap," Zampach said. "I tried it in the heat race and I knew that our bikes are so equal and we're so evenly matched that it's a drafting war. And the drafting on those bikes, you can't explain it. It's not like any bike I've ever ridden, because of no fairing or aerodynamic assistance. Even though we're not going 170, the draft is four times as effective as on a superbike. So to learn to play that draft and work it, like Billy was saying to me, 'I would be right on you and I'd try to draft and I'd get next to you and I couldn't go anywhere. Maybe I should lay back three or four bikes and get a little whip on you. I think I need to do that.' I just laughed. I've been doing that for five years."

Zampach did it well enough today to post another win and the $1000 top prize that went with it.

"Today in the heat race, I got my first win under my belt. Now finishing second, I'm almost disappointed, but that's the way it goes," Graef said.

The battle up front had left Nobles behind and he, in turn, had left the rest behind. Coping with the pain, he maintained a steady pace and finished a steady third. Having been away from the class for a little while, he found the level of competition a surprise.

"The class has progressed a lot since I left and it feels good to be back. It definitely keeps me on my toes as far as cornering speed and concentration, riding these bikes," Nobles said. "It takes a little more muscle to fling this thing around, it's kind of painful. I'm glad I managed third place."

Lamb, like Nobles, was secure in his spot from the early going, pulling out some space on the field from the second lap on. His fourth was never in question. The next spot was the one up for grabs.

Conrad's Harley-Davidson's Darvin Loyd had fifth until he dropped out on the fourth lap, ceding the place to Hutcheson, who would take the gift and run with it to the end, Friberg leading Hendricks, Evans, and Richie Morris to the stripe.

Road America
Elkhart Lake, Wisconsin
Results: August 6, 1995

HARLEY-DAVIDSON TWIN SPORTS: 1. Scott Zampach; 2. Billy Graef; 3. Tripp Nobles; 4. Pat Lamb; 5. Greg Hutcheson; 6. Michael Fribert; 7. Roger Hendricks; 8. Todd Evans; 9. Richie Morris; 10. Brian Bodine; 11. Robert Buffington; 12. Darvin Loyd.
Time: 13 min. 30.090 sec.
Distance: 5 laps, 20 miles.
Average speed: 88.879 mph.
Margin of victory: 0.300 secs.
HARLEY-DAVIDSON TWIN SPORTS C'SHIP POINT STANDINGS (After 1 of 5 races): 1. Scott Zampach (35); 2. Billy Graef (32); 3. Tripp Nobles (30); 4. Pat Lamb (28); 5. Greg Hutcheson (26); 6. Michael Fribert (25); 7. Roger Hendricks (24); 8. Todd Evans (23); 9. Richie Morris (22); 10. Brian Bodine (21); 11. Robert Buffington (20); 12. Darvin Loyd (19).

North American Super Bike Series: Round One

Katzenberger uncatchable

By Henny Ray Abrams

ELKHART LAKE, WI, AUG. 6

The story of the EBC Brakes American Sportbike race begins and ends with Russell Katzenberger. The Hooksett Kawasaki rider from Tilton, New Hampshire, took a flyer on the first lap and pulled almost a second a lap on the rest of the field. At the end of the six-lap, 24-mile race he had 4.94 seconds in hand and it would have been more if he hadn't slowed on his final tour.

"I wanted to get out front and hold a pace. It was history from there," Katzenberger said in the winner's circle. "I kept looking back and it was a great battle."

Briefly...

Tilley's Harley-Davidson's **Scott Zampach** had to scratch from the Superbike race after recurring problems with the oil pump on his VR1000. "It's been the same thing since the beginning. Since Don (Tilley) brought it here it's been losing its oil pressure. The oil wasn't returning to the oil tank. It was the same all weekend. They tried a new completely rebuilt oil pump, different system, no cooler, different pickups, different baffling and they're still baffled. Actually, the oil pressure gauge kept reading 45 or better, which is really good oil pressure, but the motor was having the feeling of a rod bearing seizing and locking up and the motor seizing which I've felt plenty of times, so I know that feeling. So instead of keeping it out there and keeping it going until the rod gets so hot it breaks the rod and goes through the case, I just pulled off, which is unfortunate. At Brainerd it broke the oil pump and tore out the bottom of the motor. My head hurts, my neck hurts, I still haven't felt right since then. I hadn't cracked my helmet before then." Zampach said he wasn't sure he'd race the VR1000 next week at the AMA Superbike National in East St. Louis. "I don't know. He (Don Tilley) has got a lot of work to do. I'd rather go with two well-prepared and fresh 883s so I can win that championship. I'm nowhere in Superbike points. Even if I make $1000, it's not worth the $1000 risk."

After the AMA National in June, the Indy cars took to **Road America** and a number of riders found it to be a completely different track. "There's so much rubber on the track. It's one line. It's just like riding on oatmeal. It's scary to pass on the outside," Joe Pittman said. "It was kind of a greasy track compared to the National," Nobles said. "Before you could get away with anything, now you can't." Nobles found that out the hard way. He crashed in the morning practice when the rear tire grabbed and nearly highsided him. After crashing, then racing on it, he said he wasn't sure if the collarbone was broken or not. "It's clicking a little bit. I had it separated a few years ago and I had it strapped up. Maybe it's misaligned," Nobles said.

Nobles had come to Elkhart Lake to race his 883 Harley as well as a new **Triumph Triple**, in anticipation of the high-dollar Triumph race at the next NASB meet at Road Atlanta and also to test Bill Zearley's ZX-7. "We had no idea this would happen," said Nobles brother, Cliff, after Nobles won the second race. Nobles ran the Triumph 900 in the Expert Middleweight Superbike race of the Championship Cup Series program and finished 15th behind 14 600cc motorcycles.

Because he showed up late for the first race, Nobles was fined 50% of his purse earnings for that race, an amount that came to $287.50. **Jeff Sneyd**, who was found to be using carbon-fiber brakes in the first races, was fined 50% of his ninth place earnings ($350) and lost 50% of his points because it was a performance-enhancing advantage.

Each of the two 52-mile races had a purse of $10,000 with the winner taking $2000. For his day, **Pablo Real**, who funds most of his racing out of his own pocket, earned $3500 in race winnings. Nobles won $2000 in the second race and $287.50 in the first, after his fine was levied. Todd Harrington earned $2100 and Joe Pittman and Keith Pinkstaff, who swapped third- and fourth-place finishes in the two races, each took home $1750, plus contingencies. The contingency sponsors in the Superbike class include EBC Brakes, which also offers a championship award, Vance & Hines Exhaust, Kerker Exhaust, Bridgestone Tires, Micron Exhaust, Factory Jet Kits, and Body by Northstar.

The superbike corps was slightly thinned by a number of riders who were expected to show up, but didn't. Team LaBelle's **Dave Sadowski** severely injured his knee at the last WERA F-USA race at Grattan, Michigan, and is still convalescing. His Team LaBelle teammate at that race, **Dale Quarterley**, the Team Mirage Ducati rider, was thought to be at a WERA Regional race at Gateway Park in St. Louis, the site of this weekend's AMA National, though that was not confirmed. One of the more interesting withdrawals was that of Team Suzuki Endurance. During last winter's Michelin tire test at Daytona, the team had made a big show of being the first to sign on for the NASB series, going so far as having their picture taken handing in their Daytona entry to Roger Edmondson. But after getting beaten by Team Pearls Suzuki at a WERA Four-Hour Endurance race in Indianapolis, the decision was made to stay home, according to Murphy. "I talked with (Team Suzuki Endurance's) Keith Parry and he told me that the decision was made following last weekend's race to stay in the shop and work on the endurance machine. There was a communication breakdown and we weren't informed in advance," Murphy said, adding that he found out about Team Suzuki's absence on Friday morning of the race weekend.

Considering that this was their first race since Daytona, and they didn't know what to expect, the weekend didn't turn out so bad for NASB principals **Roger Edmondson** and **Pat Murphy**. "With no races before this we had no way to know what to expect," Murphy said. "Remember, as a first race out we didn't expect to hit a home run so we held the expenses down. We didn't have much of an advertising budget. With attendance of 10,000 (for the three-day weekend) and the past experience of the race attendance, we're ecstatic with this start and consider it a strong foundation to grow from." "Maybe between what (Formula USA's Doug) Gonda and we and the AMA have in prize and contingencies, it's enough for more riders to become true professionals," Edmondson said. The pair said that the format would be closely scrutinized, both for the program schedule and the class structures. Because their rules differ slightly from WERA's for the 1100cc machinery - WERA allows a 1 mm overbore - the Unlimited Sport Challenge class was lightly subscribed. There were eight starters and six finishers. The two non-finishers were both aboard 600s. The International GP by Moto Liberty, AKA the 125s, was equally thin with nine starters and finishers. But with the winner's average lap time being two minutes and 35 seconds, nine 125s didn't exactly fill the four-mile, 14-turn road course.

John Reese was the fastest of the six finishers in the Unlimited Sport Challenge, riding his self-sponsored Honda CBR900 to a 15.180-second win over Shawn Conrad of nearby Sheboygan Falls. Conrad was aboard a Pro Motorsports-backed Suzuki GSXR750 with Rick Breuer third on another Honda CBR900. Hooksett Kawasaki's Russell Katzenberger, who'd earlier won the EBC Brakes American Sportbike race aboard his Kawasaki ZX-6, crashed out of the lead on the third of six laps.

The final race of the day was the 125s, officially the International GP by Moto Liberty. And it was a Moto Liberty rider who took the win. Japan's **Masahiro Iizuka** took the victory, but only after taking the lead from Michael Barnes, on another Moto Liberty bike, on the fourth of five laps. Barnes was passed on the final lap by Billy Graef, on yet another Honda, his sponsored by Frank Brotz. Iizuka's margin of victory was 0.530 seconds with Graef just in front of Barnes, then Bruce Lind and Nancy Delgado. All nine 125s finished the 20-mile race.

The battle was between Shane Clarke and Shawn Conrad, like Katzenberger, Kawasaki ZX-6-mounted. And like Katzenberger, Clarke had tried to split, but was reeled in by Conrad in short order, the pair making their exit from the rest of the 32-rider field posthaste.

It wasn't until the fourth lap that Conrad moved up to second place, and, once there, he gapped Clarke who was coming under attack by a swarm of riders just off the pace.

"It definitely took a while," Conrad said. "I think Shane had top speed on me and I had to catch him in the turns and work out how to get him into the twisty parts of the course."

Then on the last lap, Curtis made his run at Clarke and took the third-place position.

"I was hoping to stick around a little closer with Russ (Katzenberger), but he was out of there," Curtiss said. So he decided to follow the riders in front of him. "I caught them, got one of them, but Shawn (Conrad) was gone.

"I've been coming here for so long and haven't been in the winner's circle, I haven't even seen the winner's circle. I saw Russ getting away I knew I had to get in third place. There was a couple of times that the guys in front of me were either getting close to each other or bumping. Everything looked like fair game play to me. I don't know what was going on behind me. Shane was definitely tired of me."

He was tired of Gordon Lunde also, the Tri-R Racing rider getting by him on the final lap, also, to take fourth place, dropping Clarke just in front of Derek Struye.

Then came the freight train of Paul Mason, Michael Gaherty, and Quenni King

Road America
Elkhart Lake, Wisconsin
Results: August 6, 1995

EBC BRAKES AMERICAN SPORT BIKE: 1. Russell Katzenberger (Kaw); 2. Shawn Conrad (Kaw); 3. Glenn Curtiss (Kaw); 4. Gordon Lunde (Hon); 5. Shane Clarke (Kaw); 6. Derek Struye (Kaw); 7. Paul Mason (Kaw); 8. Michael Gaherty (Hon); 9. Quenni King (Hon); 10. Sean Goff (Kaw); 11. Charles Chouinard (Kaw); 12. John Reese (Hon); 13. David Doe (Hon); 14. Tommy McComas (Kaw); 15. James Prince (Hon); 16. Dennis De Buhr (Hon); 17. Ricardo Glock (Hon); 18. Douglas Farrar (Hon); 19. Shawn Nelson (Hon); 20. Todd Evans (Hon); 21. Jess Farr (Hon); 22. Ken Krebs Kaw); 23. Monte Nichols (Hon); 24. Billy Joe Fehrman (Hon); 25. Joe Hayes (Hon); 26. Rod Borsche (Hon); 27. Jason Wencel (Hon); 28. Kenny Phillips (Kaw); 29. Steve Minor (Hon); 30. James Floyd (Hon); 31. Brian Boyd (Hon); 32. Steve Karson (Hon).
Time: 15 min., 1.260 sec.
Distance: 6 laps, 24 miles.
Average speed: 95.866 mph.
Margin of victory: 4.94 secs.

EBC BRAKES AMERICAN SPORT BIKE C'SHIP POINT STANDINGS (After 1 of 4 races): 1. Russell Katzenberger (35); 2. Shawn Conrad (32); 3. Glenn Curtiss (30); 4. Gordon Lunde (28); 5. Shane Clarke (26); 6. Derek Struye (25); 7. Paul Mason (24); 8. Michael Gaherty (23); 9. Quenni King (22); 10. Sean Goff (21); 11. Charles Chouinard (20); 12. John Reese (19); 13. David Doe (18); 14. Tommy McComas (17); 15. James Prince (16); 16. Dennis De Buhr (15); 17. Ricardo Glock (14); 18. Douglas Farrar (13); 19. Shawn Nelson (12); 20. Todd Evans (11).

INTERNATIONAL GRAND PRIX BY MOTO LIBERTY: 1. Masahiro Iizuka (Hon); 2. Billy Graef (Hon); 3. Michael Barnes (Hon); 4. Bruce Lind (Yam); 5. Nancy Delgado (Hon); 6. Todd Nordby (Hon); 7. Jason Lanigan (Hon); 8. Jeff Young (Hon); 9. David Antler (Yam).
Time: 12 min., 57.840 sec.
Distance: 5 laps, 20 miles.
Average speed: 92.564 mph.
Margin of victory: .530 secs.

INTERNATIONAL GRAND PRIX C'SHIP POINT STANDINGS (After 1 of 4 races) : 1. Masahiro Iizuka (35); 2. Billy Graef (32); 3. Michael Barnes (30); 4. Bruce Lind (28); 5. Nancy Delgado (26); 6. Todd Nordby (25); 7. Jason Lanigan (24); 8. Jeff Young (Hon); 9. David Antler (23).

UNLIMITED SPORT CHALLENGE: 1. John Reese (Hon); 2. Shawn Conrad (Suz); 3. Rick Breuer (Hon); 4. Boyd Hedstrom (Kaw); 5. Ron Foye (Kaw); 6. Tommy Dyreson (Kaw); 7. Russell Katzenberger (Kaw); 8. Ken Krebs (Kaw).
Time: 14 min., 58.890 sec.
Distance: 6 laps, 24 miles.
Average speed: 96.119 mph.
Margin of victory: 15.180 mph.

UNLIMITED SPORT CHALLENGE C'SHIP POINT STANDINGS (After 1 of 4 races): 1. John Reese (35); 2. Shawn Conrad (32); 3. Rick Breuer (30); 4. Boyd Hedstrom (28); 5. Ron Foye (26); 6. Tommy Dyreson (25); 7. Russell Katzenberger (24); 8. Ken Krebs (23).

Round 4: Suzuka 8-Hour

Repeater

Perhaps the single most prestigious motorcycle race in the world, the Suzuka 8-Hour gets under way.

By Johan Vandekerckhove
Photos by Gold & Goose

SUZUKA, JAPAN, JULY 30

Last year, quibblers might have called the RC45 victory at Suzuka a fluke; all during the Superbike season, Aaron Slight and Doug Polen had been running behind their first international victory, and even after the surprising result at Suzuka, things did not really get any better for the Honda boys. This year, things are different. Aaron Slight booked the first World Superbike victory a couple of months ago, and at Suzuka the Honda opposition got a beating they will not soon forget. Two out of the four official HRC teams lead the way from start to finish in a race run under the usual tropical-weather conditions, and one where very few factory bikes retired.

Injuries following a high-speed crash on Saturday morning did not stop Slight from notching his third Suzuka victory in a row, ensuring him and teammate Tadayuki Okada a very special place in the Honda racing annals. Honda teammates Shinichi Itoh and Satoshi Tsujimoto took second after having battled it out with the #11 bike for most of the race. Third place went to the Kawasaki duo of Akira Yanagawa and Katsuaki Fujiwara, followed closely by the two factory Yamahas and the factory Suzuki of Merkel and Goddard. Some other official riders failed to finish in the top three after crashes in the first hours of racing.

Right from the start, Honda seemed determined to guide at least a handful of RC45s into the top-10 positions. In the first couple of laps, the field was headed by the three Hondas in the official colors and by the technically identical bike of the Cup Noodle team with Mike Hale and his Japanese teammate Takuma Aoki. The factory Yamahas and Kawasakis also stayed within striking distance in the first few laps.

During the first hour, though, some of the leading men got their first taste of bad luck. First, Shinya Takeishi crashed one of the official HRC bikes. Then Keiichi Kitagawa, teammate of pole-sitter Anthony Gobert, did the same with his Kawasaki. As a result of their off-road excursions, both teams lost their chances to finish in the top five.

Things really looked bad for the Lucky Strike Kawasaki with Gobert and Kitagawa dropping all the way back to 57th place. After one hour of racing - when most teams started to pit - the Aoki/Hale duo took over command for a short while, followed by Slight/Okada, Itoh/Tsujimoto, Yanagawa/Fujiwara (aboard the second Kawasaki), and the Yamahas of Fujiwara/Yoshikawa and Nagai/Edwards.

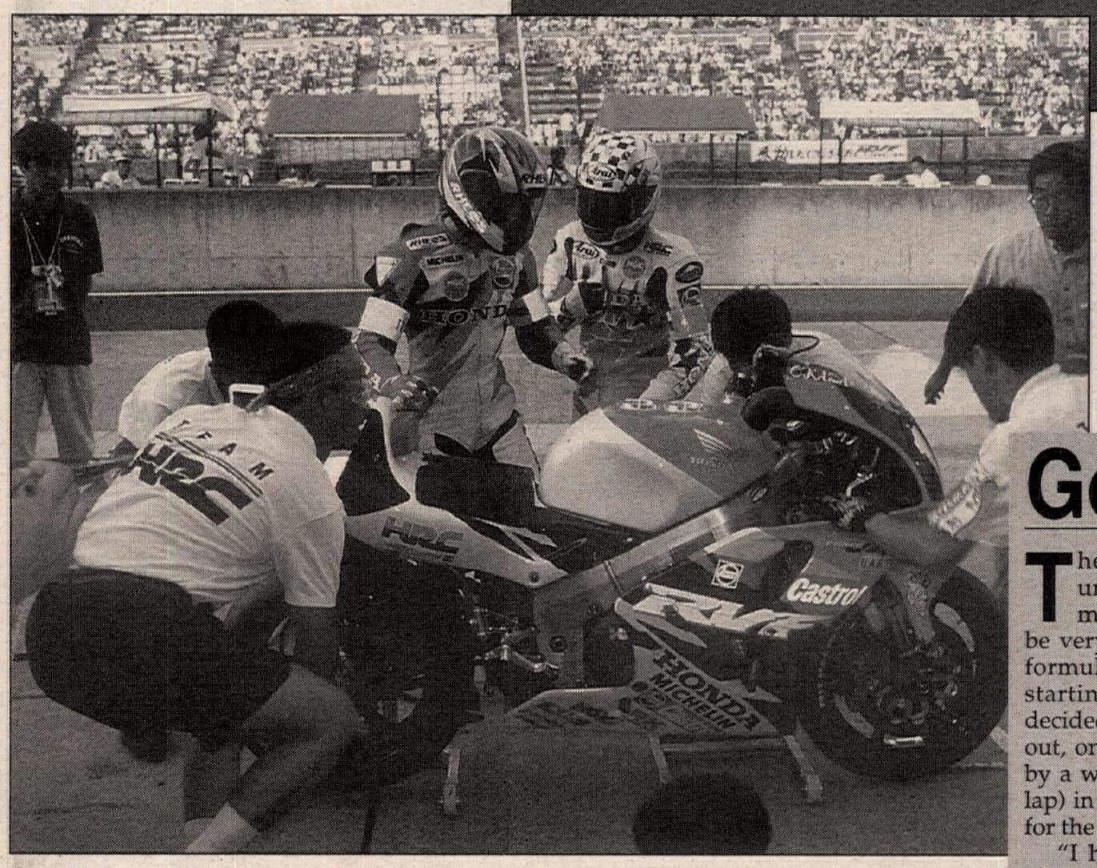
The first rider change did not temper the enthusiasm of several top riders. Kagayama went down (together with Honda rider Osaka) and lost a lot of time bringing his bike back to the pit lane and waiting until his mechanics made the necessary repairs.

Even more spectacular was Mike Hale's crash - the Texan having to dig his Honda from under the hay bales after his tumble. Fortunately Hale could continue his journey, albeit with some pain in his previously injured ribs. It would not be the end of the misery for this team: About an hour later, his teammate Aoki did his share of dust-biting and the Honda team had to resume the battle in 51st place.

After three hours, six teams were still on the same lap: The factory Honda of

Slight/Okada was setting the pace, closely shadowed by the second RC45 of Itoh/Tsujimoto. Third place was for Kawasaki riders Yanagawa/Fujiwara, while the official Yamaha riders - Fujiwara/Yoshikawa in fourth and Nagai/Edwards directly behind - had not left each other out of sight for one single minute.

After Kagayama's crash, Fred Merkel and Peter Goddard defended the Suzuki colors brilliantly, holding sixth position. Mattioli and Mertens were 18th at that time, and the unfortunates, Gobert and Hale, were clawing their way back through the field from 29th and 51st position, respectively.



(Above) From start to finish, it was all Honda with the team of Aaron Slight and Tadayuki Okada (11) battling with Shinichi Itoh and Satoshi Tsujimoto (4). The Slight/Okada duo would prevail.
(Left) The other race - in the pits. Okada (left) and Slight hand off.

The second half of the race was marked mainly by very strong comebacks by the two factory Kawasakis. Two hours before the end, Yanagawa and Fujiwara had set their sights on the third rostrum position, at the expense of Yamaha riders Fujiwara and Yoshikawa. Nagai and Edwards had also lost some ground, which promoted the Merkel/Goddard pairing into the top five. Anthony Gobert, on the other Lucky Strike Kawasaki, was getting back into the top 15 after having overtaken Mattioli and Mertens, who were running in 17th place.

During the last two hours, everyone seemed fairly satisfied with their positions, and most of the teams started to back down a little in order to take their bikes to the finish. Only Anthony Gobert seemed to be a little bit too eager, crashing in the last hour, but losing no places in the end.

At the finish, Slight and Okada took the victory in front of their teammates Itoh and Tsujimoto. "I had never expected to finish on the rostrum," Slight said after his third consecutive victory in the Japanese classic. "When I was lying in the grass on Saturday morning, I thought the weekend was over for me. I was wondering if I was going to be able to race. I couldn't even walk on Saturday, and had to sleep with ice on my ankle and two swollen hands. I could've kicked myself - we had done so much testing here and now I was going to throw it all away. Fortunately, Okada has done a great job; we owe this result mainly to him. I just tried to be consistent. The injuries cost me about one and a half seconds from my own best practice times, and about one second compared to Okada's best times. I only started to believe that I would make it till the end and that we might win the race after Tsujimoto had made some mistakes and I had been able to stretch the lead a little bit to some 40 seconds."

In the final stages, Merkel and Goddard dropped back to sixth position after the two Yamahas made a successful final charge.

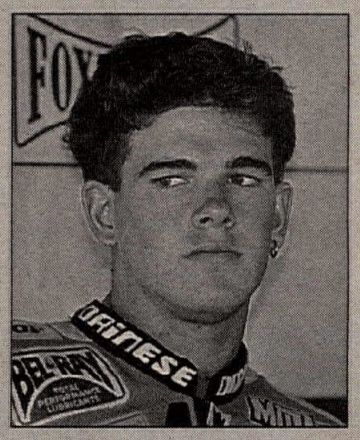
Colin Edwards took his Yamaha to fifth after a very steady race.

"In my first two turns I still struggled a bit," Edward said. "In the first hour the rear was too hard, which prevented me from doing the lap times I knew I was able to do. In the second hour a softer rear was used, but then I lost a wheel weight on the front, which made the bike feel a little bit unstable. The third hour we all got it right, and in the fourth hour I settled down, as there was no chance to catch Fujiwara."

Gobert and Kitigawa finished 13th despite the minor crash by Gobert in the last hour. "A shame we lost all our chances in the gravel pit," the young Australian said. "We had had a front-end chatter problem during the whole weekend, and I crashed trying to make up positions. At the start, I wanted to win really bad, especially after the pole position I had set on Saturday. I knew that it was going to be very difficult to beat the Hondas, which are on familiar ground here. Racing here was quite an experience, but you have to be very careful. There are several slow riders, which makes things quite dangerous." The fact that he was the youngest rider to have taken pole in Suzuka, and the only rider to have done so in his first attempt, was of some consolation to the Kawasaki rider.

Mattioli and Mertens finished just outside the points after an eventful weekend. During practice they had ruined their best powerplant and had to run on the rebuilt engine during the first race laps. They stayed around 17th posi-

Gobert goes to pole



The ways of the Japanese are sometimes unfathomable; even though several team managers and riders had admitted not to be very hot for a repeat of the "special stage" formula introduced last year to establish the starting grid, the organizers had once again decided to send each rider of the top 30 teams out, one by one, for a single fast lap (preceded by a warmup and followed by a cooling-down lap) in order to establish the final starting order for the first 30 teams.

"I have mixed feelings about this," said Colin Edwards after making his fast lap. "It is nice to be all alone on the track for a change. I have never felt the adrenaline pumping as much as this afternoon, with everybody watching your every move on the TV monitors. But of course you can't afford to crash the bike on this lap."

Anthony Gobert (right) rode to pole position in this do-or-die exercise. "I didn't know what to expect before coming here," the Kawasaki rider said. "This is the first time I'll ride the Suzuka eight hours race, and the first time that I only have one lap to try to get pole position. But I felt confident after the first qualifying session. I think I could have done a high 2:10, but maybe I was a bit too cautious. I lost some time in turn one and in the esses - but the mechanics had explicitly warned me that they did not want to repair the bike tonight."

Shinya Takeishi and Toru Ukawa took their official RC45 to the second starting position, while Tadayuki Okada set third time after his teammate Aaron Slight had crashed the bike heavily on Saturday morning. Fourth time went to the second Kawasaki of Akira Yanagawa and Katsuaki Fujiwara, who were followed by Fred Merkel and Peter Goddard at fifth-fastest.

"The GSX has been working good all week," Merkel said, who also spent some private practice sessions in the days preceding the official racing program at Suzuka. "Our bike is a little down on power, but it handles very well, which makes it very easy to ride. The Dunlops are contributing to the good handling."

Australian veteran Goddard set fastest time in the special stage, after Flying Fred admitted to having made two minor mistakes during his fast lap that cost him a few tenths of a second compared with his teammate's time.

Colin Edwards and Yasutomo Nagai would park their factory Yamaha in 10th. "We only had one day of testing here about a month and a half ago," Edwards said. "And, for this one race we are using Michelin tires, so that also takes some time to get used to. Because of that, I crashed on Thursday. For the race, we've finally found a good setting. With Yasutomo's experience, I thought it would be better to set up the bike more to his liking, so that at least one of us would go very fast." It did not stop Colin from setting fifth time in the morning session, some six-tenths faster than his Japanese teammate.

Aoki and Suzuka first-timer Hale took their Honda to the 11th spot. "It's taken Mike some time to get used to this technical circuit and to the Michelins," chief engineer Merlyn Plumlee said. "Smoothness is everything on this track, and that has always seemed to be a problem for American riders who lack international experience. Plus, the settings we are using here (based on Aoki's experience) differ a lot from what we use in the States. But Mike is a fast learner; he's faster every time he goes out." Hale set seventh time in his group.

World championship leaders Jean-Michel Mattioli and Stephane Mertens set 42nd time after an eventful practice, during which the crankshaft of their best RC45 engine broke, causing the team to miss the last free practice on Saturday morning.

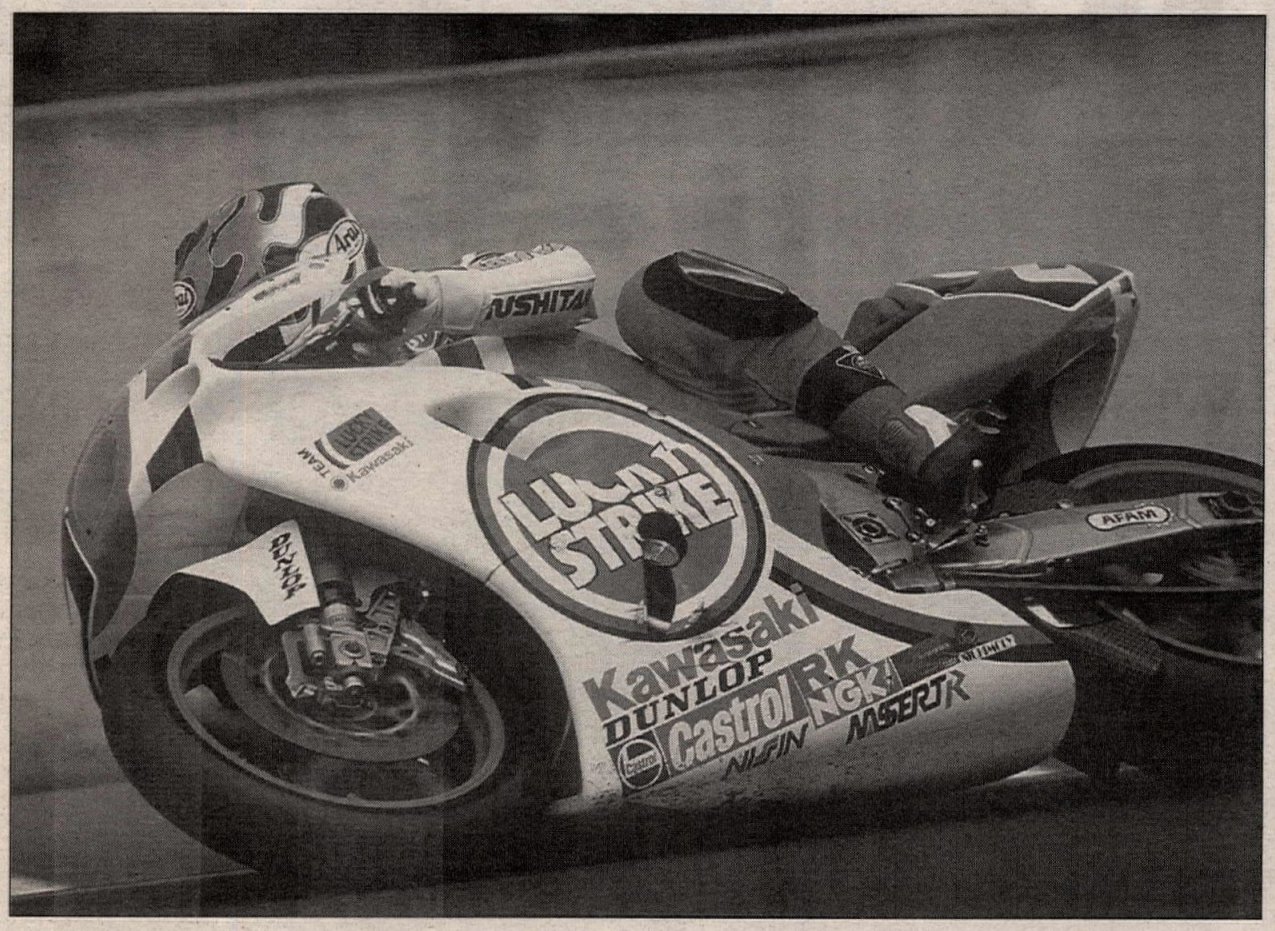
Round 4: Suzuka 8-Hour

tion for the whole race, but could not profit from the (very few) retirements among the factory riders. CN

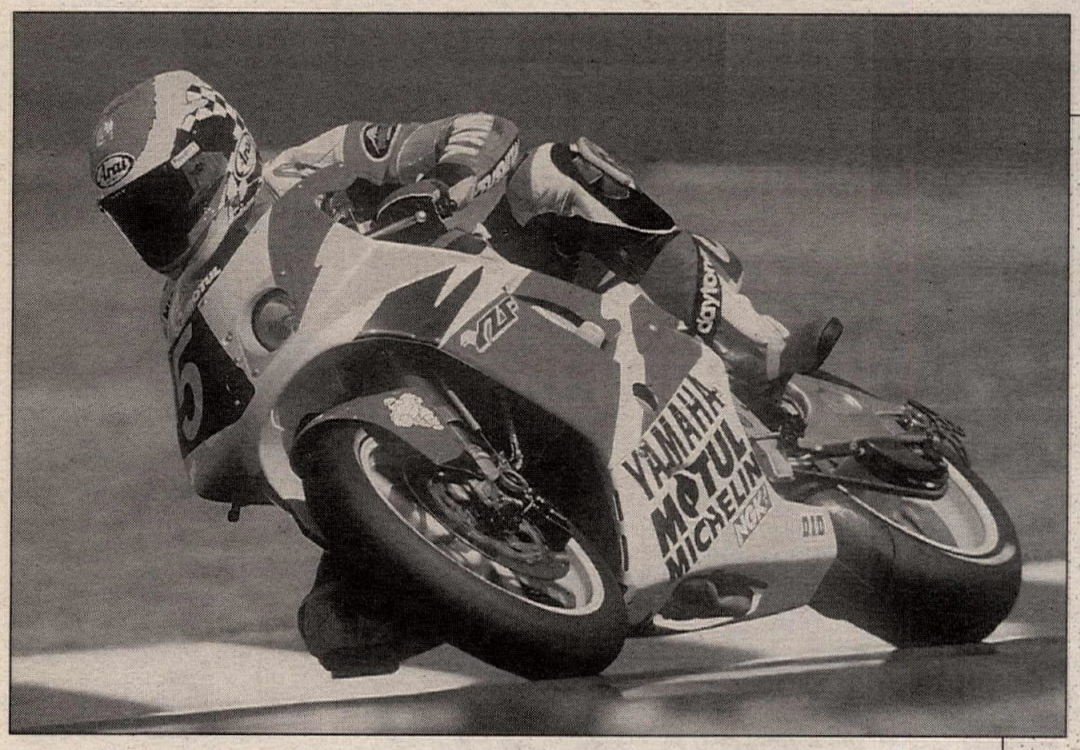
Suzuka 8-Hour
Suzuka, Japan
Results: July 30, 1995

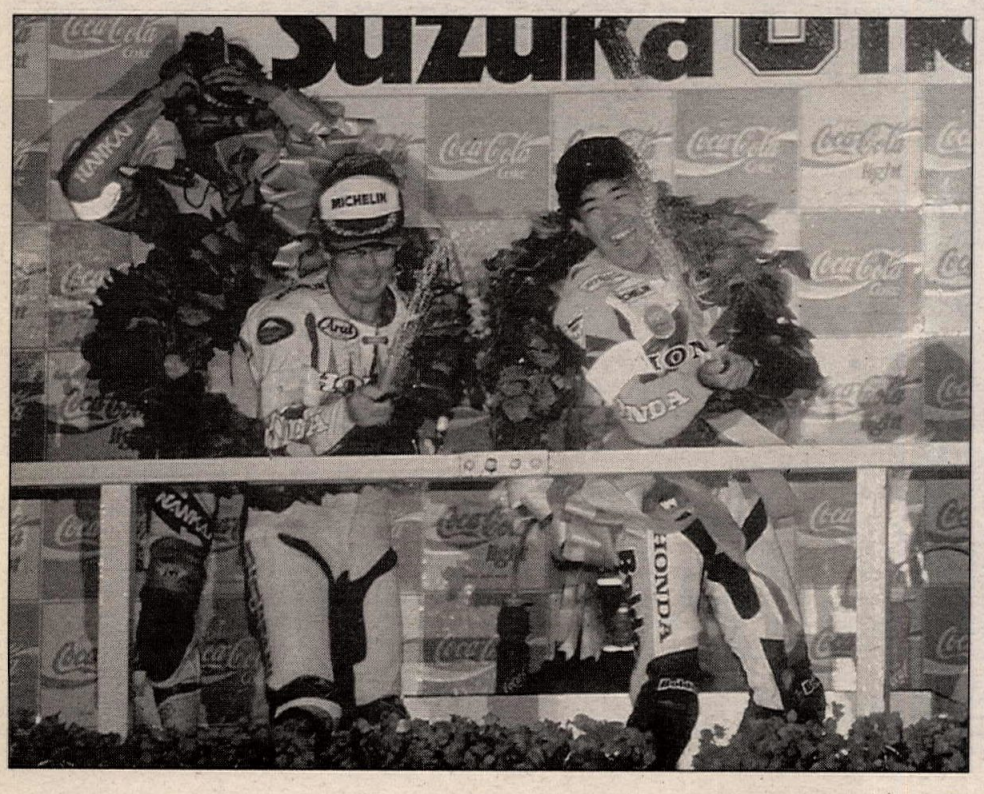
1. Slight/Okada (Hon); 2. Itoh/Tsujimoto (Hon); 3. Yanagawa/Fujiwara (Kaw); 4. Fujiwara/Yoshikawa (Yam); 5. Nagai/Edwards (Yam); 6. Merkel/Goddard (Suz); 7. Arai/Izumi (Hon); 8. Serizawa/Stroud (Suz); 9. Kobayashi/Maruyama (Hon); 10. Kaneyasu/Nukumi (Hon); 11. Miyagi/Nashimoto (Hon); 12. Kato/Rymer (Hon); 13. Gobert/Kitagawa (Kaw); 14. Hislop/Takahashi (Yam); 15. Tsujimura/Manako (Hon); 16. Mattioli/Mertens (Hon); 17. Kimura/Takahashi (Kaw); 18. Senmyo/Sasaki (Hon); 19. Ota/Watanabe (Hon); 20. Nakata Taniuchi (Yam); 21. Sato/Imai (Kaw); 22. Haga/Kondo (Yam); 23. Sato/Tomita (Hon); 24. Yoshii/Suzuki (Hon); 25. Adachi/Honda (Hon); 26. Arakaki/Kitao (Hon); 27. Akagi/Ishikawa (Hon); 28. Onishi/Kishida (Yam); 29. Hasegawa/Fukuda (Hon); 30. Osaki/Takamiya (Hon); 31. Matsuki/Nishijima (Kaw); 32. Aoki/Hale (Hon); 33. Kamada/Nishida (Hon); 34. Sato/Abiko (Hon); 35. Watanabe/Makita (Hon); 36. Konishi/Sano (Hon); 37. Hasegawa/Aoya (Kaw); 38. Sasaki/Sato (Kaw); 39. Haraguchi/Korogi (Hon); 40. Fukami/Takemi (Yam); 41. Tanaka/Hayashi (Yam); 42. Saito/Yamamoto (Yam); 43. Kobayashi/Sasaki (Suz); 44. Moineau/Kagayama (Suz); 45. Matsushima/Shimizu (Yam); 46. Sakaguchi/Suzuki (Yam).
Time: 8 hr., 0.468 sec.
Distance: 212 laps, 771 miles
Average speed: 96.312 mph
WORLD ENDURANCE C'SHIP POINT STANDINGS: 1. Stephane Mertens/Jean-Michel Mattioli (95); 3. Michel Simeon (83); 4. Bruno Bonhuil (74); 5. Alex Vieira/Rachel Nicotte/Brian Morrison/Herve Moineau/Eric Gomez (72); 10. Eric Mizera (68).

Upcoming Round:
Final Round - Bol d'Or, France, September 16



(Right) Lucky Strike Kawasaki pilots Akira Yanagawa and Katsuaki Fujiwara rode to third place.





(Left) Colin Edwards II was the top-finishing American; he and his teammate Yasutomo Nagai finished fifth. (Below left) Slight (left) - with teammate Okada - stands atop the podium at Suzuka for the third consecutive year.

Briefly...

Two **Castrol Hondas** will be entered in the second British round of the World Superbike race next weekend at Brands Hatch. Still, Honda has not changed its mind about giving factory equipment to riders other than **Aaron Slight** and Team Rumi rider **Simon Crafar**. **Terry Rymer** will have the (slightly kitted) RC45 of the British national Honda Castrol team at his disposal. "I can't find any more motivation to continue with the old Ducati 888 of the Red Devils team," the Londoner said. "The RC45 is only slightly better, but at least this ride might open some new perspectives for next year. Brands Hatch will very probably be the last WSC round I will do this year. The rest of the season will be taken up by the remaining rounds of the British national championship."

Factory riders not only have an extra edge on the track and in the pits; they even get something extra in the "resting room" where they spend their time in between their two turns. Non-factory people such as the experienced **Herve Moineau** (multi-time world endurance champion and 12-time Suzuka visitor) must take pills in order to restore the fluid level in their body after each stint on the Suzuka circuit (racing under temperatures of 95-100 degrees and humidity levels of 65 percent), while in contrast, factory riders such as **Colin Edwards** and **Yasutomo Nagai** get an IV treatment during their half-hour breaks, during which fluid is directly brought into their veins. Just a matter of using the off-time as efficiently as possible.

World championship leaders **Jean-Michel Mattioli** and **Stephane Mertens** had only at the last minute been able to strike an arrangement to go to Suzuka. Third team rider (and third man in the championship standings) **Michel Simeon** was also present at Suzuka, just in case one of the fastest riders would not make it to the start of the event. The Brussels Suzuki dealer almost got a place on another Honda team, but that plan fell through when the Japanese rider - who was clearly slower than Simeon - refused to give up his place. Maybe things would have been a bit less complicated if the Japanese rider had not been the manager of the team as well.

The biggest news before the race in Suzuka concerned the absence of **Scott Russell**, who had been announced to give his farewell performance with Kawasaki at the classic Japanese race. "Just after the British Grand Prix, Scott told a member of the Japanese team that he would not be able to make it," team manager Rob Muzzy said. "The broken bones in his left wrist, in his right foot and the severe concussion made Scott decide not to take part in this very demanding event. Of course, as soon as I heard about Scott's crash when I was in Laguna Seca, I tried to find an emergency solution if the injuries prevented Scott from racing with us in Suzuka. I talked with Doug Polen's manager, who earlier had shown interest in the vacancy in our team left by Scott. Finally we decided to put Keiichi Kitagawa on the bike. He'd shown good progress during private practice in Suzuka the week before the Laguna Seca race, and he also knows the bike and the circuit."

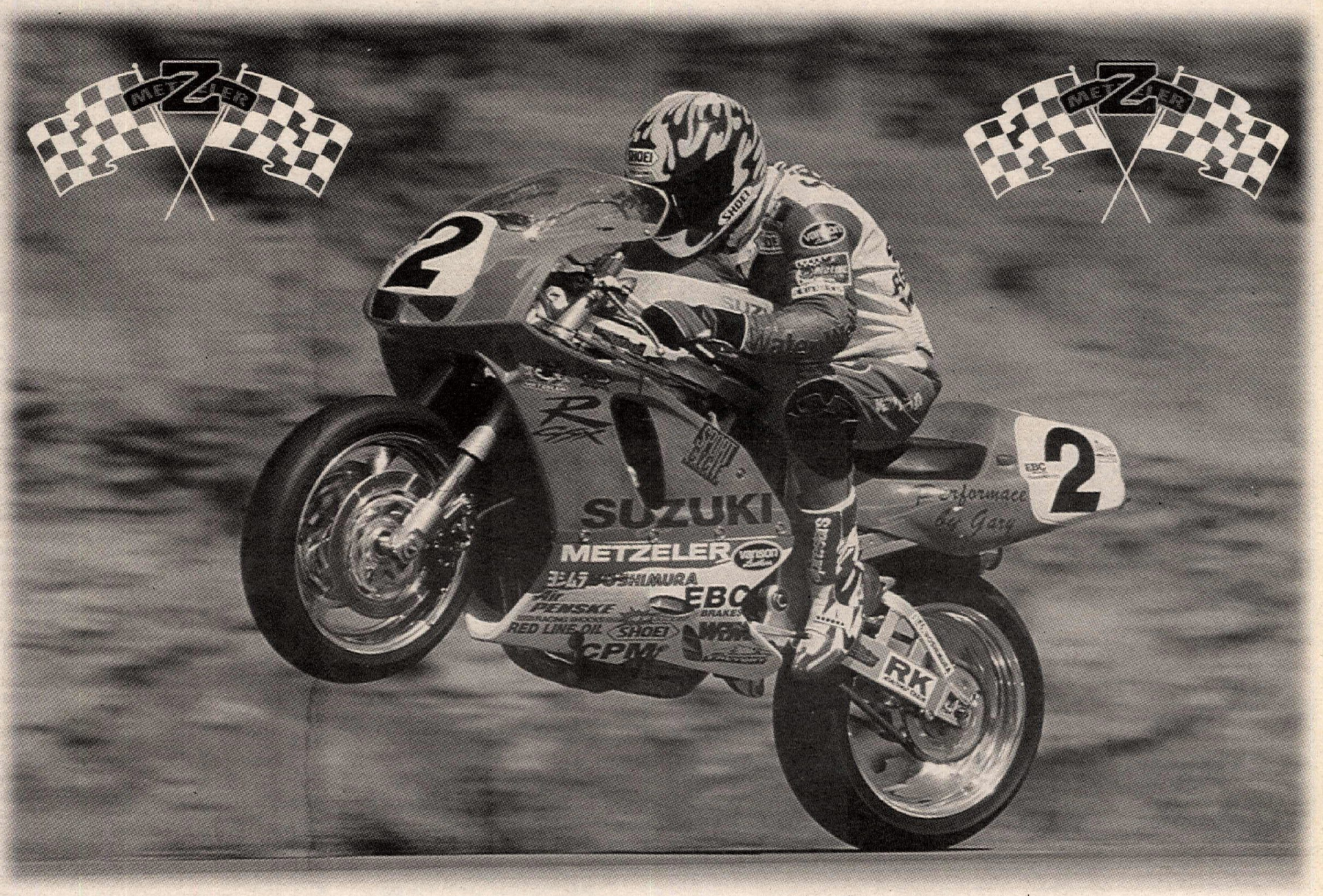
And what about next year for Muzzy Kawasaki? Team owner **Rob Muzzy** once again confirmed that he intended to do the World Superbike Championship, preferably with Anthony Gobert. "Our first priority in this respect is to keep Anthony with the team," Muzzy explained. "And after our first contacts I am quite optimistic that we will continue our collaboration. Up to now, it is unknown who will be the other rider on the team, but we want to enter two riders in the championship again."

A different rider will not be the only new element in the official Kawasaki team for 1996. Kawasaki will also launch the **successor to the ZXR750R** at the end of the year. The bike - basically an update of the current model - will once again be an in-line 750cc four-cylinder, with flat-slide carburetors, and with modifications carried out on the engine (better acceleration) and chassis (better handling).

Suzuki factory rider **Bruno Bonhuil** was replaced by Kagayama after he crashed during private practice on Tuesday at Suzuka. The Frenchman suffered a broken bone in his foot.

TEAM "PEARLS" JAM AT INDY

TEAM PEARLS SUZUKI TAKE FIRST OVERALL AT WERA NATIONAL ENDURANCE ROUND 6, INDY CYCLE JAM!



Team Pearls Suzuki proves again that Metzeler's latest steel belted sprint slicks are awesome! Proof positive Pink Pigs on Blue Elephants are Vicious!

Team Suzuki Canada's Frank Wilson uses Metzeler's ME Z1 DOT Steel Belted Radials to set a NEW Pro Open Supersport lap record at the Mosport ASM Canadian National on July 2, 1995!

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DARE TO BE *different*

(Above) The Scorpa Works 295 looks similar to many of its competitors' offerings, but is actually quite different. (Below) Two-time Western Regional 125cc Supercross Champion Damon Huffman threw a leg over our Scorpa test bike, and found it to be a radical departure from his familiar Gas Gas JT25.

By Donn Maeda
Photos by Joe Bonnello

At the first few rounds of the AMA/NATC National Championship Trials Series, a quick look through the pits revealed nothing out of the ordinary. All of the machines campaigned in the Championship class were the latest and trickest available, and the majority of the motorcycles ridden in the support classes were similar. Spanish Gas Gas bikes were the most common, followed closely by Italian-built Betas, then a few Spanish Montesas and Italian Fantics. And of course, there were a few diehards who refused to give up their trusty old (rusty old?) Yamaha TY350s.

But one bike differed from the rest. Among the sea of red, blue, black and white bikes was a bright lime-green, purple and white machine that stood out like a sore thumb. Compared to the common Spanish and Italian offerings, the peculiar-looking bike was quite an eye-catcher.

Hand-built in Nîmes, a small town in southern France, the Scorpa Works 295 ridden by High School Championship contender Jonah Leon was the sole French entry and drew stares wherever it went. Imported into the United States by the Tryals Shop, the Scorpa is in its second full year of production and is surprisingly up-to-par with the offerings from the more-experienced factories.

Prototypes of the machine first began to appear in late 1992, and the factory riders Bruno Camozzi and Graham Jarvis piloted the machines to respectable finishes in the '94 World Championship Trials Series. Stateside, Raymond Peters finished third overall in the '94 National Championship Trials Series aboard a Scorpa. This year, Leon is in contention for the High School class championship.

So why isn't the Scorpa more popular? To tell the truth, a lack of faith is most likely the answer. Though the bike has somewhat "proven" itself in the hands of capable riders, most enthusiasts are more likely to purchase one of the more common machines. Gas Gas bikes are known for their super powerband, Betas for their high quality, Fantics for their ingenuity and Montesas for their reliability. But what is a Scorpa known for - being green?

A CLOSER LOOK

At the heart of the Works 295 is a single-cylinder, water-cooled two-stroke 272cc Rotax engine. Though not purpose-built, the Austrian powerplant has been modified and set up specifically for trials use. Take one look at the huge right-side flywheel crankcase cover, and it's apparent that serious torque was the engineer's goal. The same Rotax engine is also used by other manufacturers - in different configurations, of course - for enduro and motocross bikes. Feeding a fuel/air mixture via reed-valve crankcase induction is a 26mm Dell'Orto carburetor, and expelling the spent exhaust fumes is a longer-for-'95 chrome-plated exhaust system - complete with a trick aluminum silencer.

The clutch is cable-actuated.

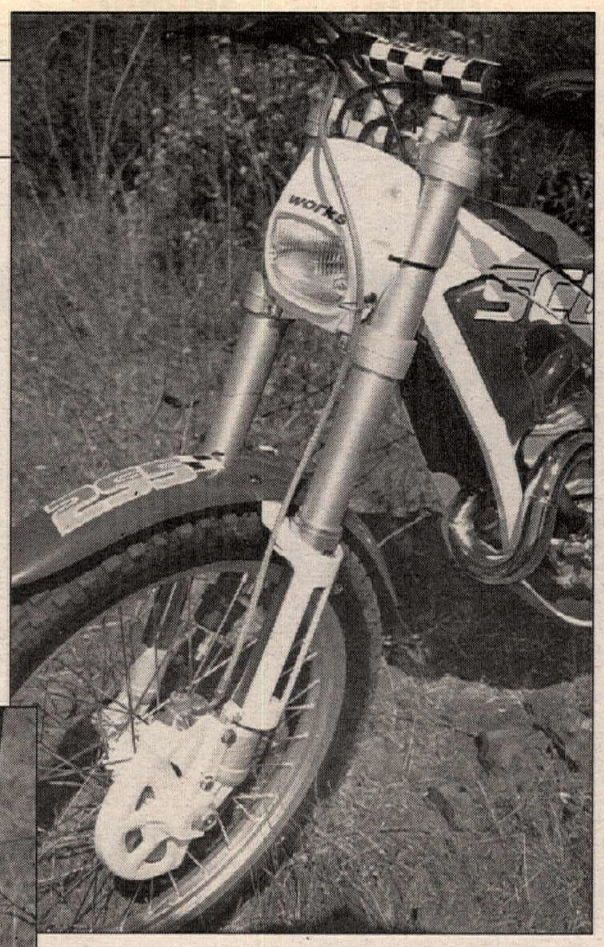
Cradling the motor is a steel perimeter frame, which is painted white. This is perhaps the biggest difference between the Scorpa and most of its competitors, as the Gas Gas, Montesa and Betas all come with bare and/or polished alloy frames. As with all modern trials bikes, a heavy-duty aluminum skidplate comprises the bottom portion of the frame. A steel, banana-shaped swingarm rounds out the chassis.

A familiar Boge shock and inverted

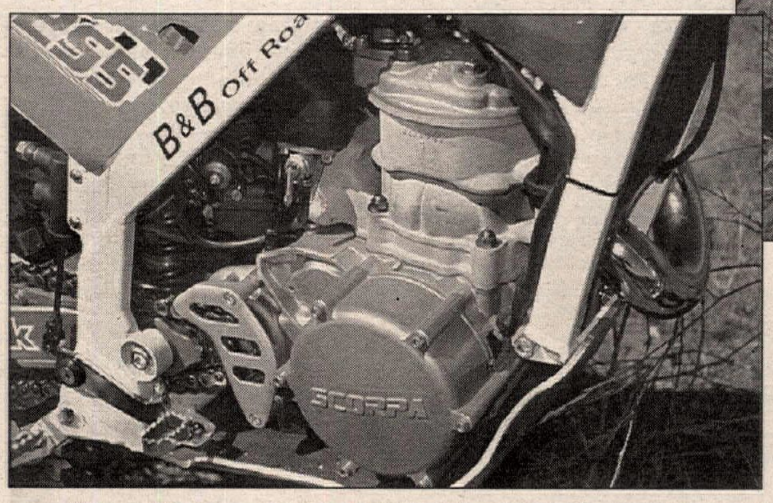
Paioli forks handle the suspension duties, and equally customary AJP hubs, wheels and brakes round out the package. The green, plastic rear-fender and fuel-tank cover look like a combination between Gas Gas and Montesa styles, but the purple radiator shrouds are Gas Gas all the way. Unlike any of its competition, the Scorpa actually has a thin pad where the seat should be.

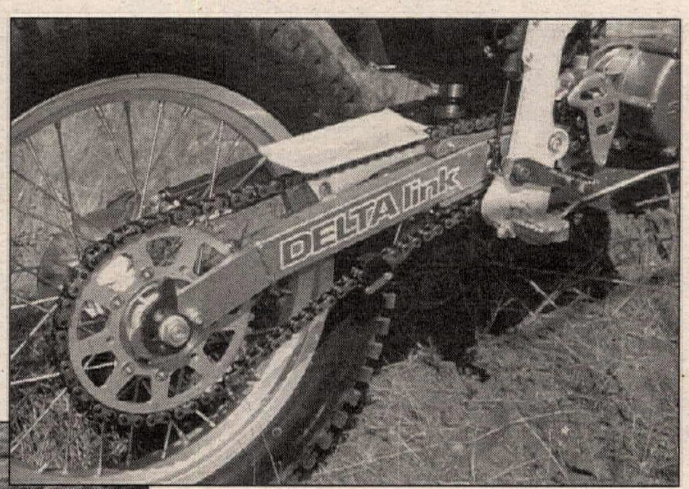
A RIDE ON THE WILD SIDE

Firing up the Scorpa is quite easy, in spite of its left-side kickstarter. The steel arm looks identical to the one found on Betas (the other left-side starters), but is much easier to swing through its stroke. The Rotax is a rather cold-blooded powerplant, and requires a few minutes of high idling with the choke actuated before it will run properly.



(Right) Familiar Paioli inverted forks and AJP hubs, wheels and brakes grace the front end of the Scorpa. (Far right) The Scorpa's mid-section is a tad girthy, making the bike feel heavier than it actually is.





(Above) The Scorpa's Rotax motor is smooth and torquey. Note the empty space on the cases - the engine is also used for MX and enduro applications by other manufacturers, and the vacant spot *can* host an oil injector. (Right) A steel swingarm, coupled with a Boge shock, yields a plush, progressive stroke. The Scorpa is the only current trials bike with the chain on the right, and the rear brake on the left.

In the motocross world, Rotax engines are known for being hard-hitting and sometimes unforgiving. In trials form, however, the engine is the complete opposite. Power starts down low and pulls steadily through the rpm range. The power is so linear that it seems as if the motor has no hit at all. While the Gas Gas JT25 is zippy and excitable, the Scorpa more resembles the Montesa's smooth personality. The bike performs best when ridden in the ideal gear - it doesn't like to be ridden in a higher gear with the clutch slipping.

And speaking of the clutch, though it doesn't feature as dainty a pull as some of the hydraulic units we've tested, the cable-actuated system received rave reviews from all who rode the bike. Feel and modulation were excellent, though somewhat different than that of a hydraulic unit. The gearbox never failed us, and missed shifts and false neutrals were never encountered. It was, however, difficult to find neutral while the engine was running.

In stock condition, the Paioli forks and Boge shock were set up a bit soft, but thanks to the wide range of adjustment were easily stiffened up to our liking. We're not sure, but we believe the forks to be identical to those found on the Beta Techno. Suspension action was just as it should be, and with the fork's spring preload cranked down, the front end could be hopped from side to side with the same amount of effort required by other bikes.

The brakes needed some time to break in, and after careful bleeding, delivered strong, predictable power.

At 176 pounds the Works 295 is right in the ballpark with the other machines, but the bike has a larger feel than the rest. The Scorpa is visibly wider than Gas Gas, Beta and Fantic's offerings, and is more similar to the Montesa in the girth and bulk department. The footpeg-to-handlebar relationship is comfortable, and the bike is well-balanced and easy to maneuver.

The Tryals Shop is the exclusive importer of Scorpa trials bikes, and may be reached at Route 38, Locke, New York 13092, 315/497-2904. Owner Mike Komer reports that thus far, less than 20 of the exotic French machines have been sold in the United States, and that's a shame, because the Scorpa is really a viable option. Riders who are looking for a well-balanced, user-friendly machine, and who aren't concerned with the latest trend, should look into the Works 295. It's worth a try. CN

Scorpa 295

Specifications

List Price	$5195
Displacement	272.7cc
Engine type	Liquid-cooled single-cylinder two-stroke
Bore x stroke	72 x 67mm
Compression ratio	10.5:1
Carburetion	26mm Dell'Orto
Ignition	Electronic
Transmission speeds	6
Starting system	Kick
Fuel capacity	0.8 gal.
Wheelbase	51.9 in.
Seat height	26.9 in.
Front tire	2.75 x 21
Rear tire	4.00 x 18
Front wheel travel	6.7 in.
Rear wheel travel	6.3 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	176 lbs.

Bits and pieces...

The **fuel petcock** has **no reserve**, only on and off settings. The carburetor **choke lever** is as large as a Popsicle stick and **easy to find** and actuate - quite a blessing in comparison to some of the stealthy levers found on other machines.

The bike's main Scorpa **logos** start on the fuel-tank shroud, continue over the frame rails and onto the radiator shrouds, and are **easily scratched** into an unreadable jumble of colors. Covering them with clear number-plate backing will keep them looking fresh.

The owners of the Scorpa factory must be mountain-bike enthusiasts: all of the body-panel bolts and various other aluminum pieces are **anodized purple**. While they look trick and give the bike extra detail, some of the parts are easily scuffed.

The **snail-type chain adjusters** are **excellent**. Adjusting the chain requires only one wrench, and can be done in a matter of seconds, with or without a bike stand. The purple-anodized cam has big, positive notches.

Dunlop tires grace the front and rear wheels. Though not as grippy as the more familiar Michelins, they do provide adequate grip when scuffed in. We encountered no punctures (a rarity) during our test.

Fit and finish of the Scorpa is **exceptional**. Unlike many of the competition's bikes, the Works 295 didn't require that we grind, bend or hammer any parts to fit and perform properly. Everything was as it should have been from the get-go.

Thus far, the Scorpa has proven to be one of the **most durable** trials bikes that we've tested. Several spills on the machine have resulted in only a set of scratched plastic - other bikes have suffered broken shock linkage, subframes, hubs and fenders at the hands of our overzealous testers.

The left side of the rear **subframe** snagged the tops of our boots on several occasions. **Routine maintenance** was easily performed on the Scorpa - everything seems well-thought-out, and small hands and the skills of a contortionist are not required to get at the carburetor.

In-line for '96

The Cagiva F4 Superbike made its first public appearance at the Mugello Circuit in Italy. The bike was ridden by a test rider and by Ducati World Superbike regular Pier-Francesco Chili.

By Paolo Gozzi

MUGELLO, ITALY, AUG. 2

Cagiva's in-line four-cylinder F4 superbike took to the track for the first time on Wednesday, August 2, at Italy's famed Mugello circuit. The motorcycle, destined to take the Varese manufacturer into World Superbike racing, emerged from the silence of the Tuscan hills with quite a high engine note - similar to that made by Kawasaki's ZXR.

The shakedown laps, roughly eight, were run by Cagiva test rider Latini, before the bike was brought into the pits for a check-over by the Cagiva mechanics.

In the afternoon, the F4 was handed over to Pier-Francesco Chili, one of Ducati's World Superbike riders and the man who had a one-off Grand Prix ride this year at Mugello on the Cagiva C594, on which he set the third-fastest qualifying time.

"We have an excellent rapport with Pier-Francesco," explained Cagiva Technical Director Riccardo Rosa. "We work well together, and for this reason we decided to let him do the shakedown runs on the Cagiva F4."

Chili completed seven laps, immediately getting into a rhythm, and setting a fast time of two minutes, six seconds. His time was considered quite good by the Cagiva staff, partly because he was using street tires and not racing slicks. In view of the fact that the only prototype which exists at the moment is a sort of hybrid between a road bike and a racing bike, the time was not that far off the 750cc Sport Production (strictly production bikes) lap record of 2:03.054 set last month by Roberto Teneggi on a Ducat 916. The Superbike lap record belongs to Scott Russell (Kawasaki) at 1:56.305, set last September at the San Marino round of the World Superbike Championship.

"I didn't think the bike was at such a good level," Chili said. "Obviously, it can't be compared with my Superbike Ducati 916, but the bike has certainly started off well. I was impressed with its chassis stability, a sign that the weight distribution and general feeling of the bike are right."

To speed up production time, Cagiva engineers fitted the bike with a few parts from the C594 GP machine, the bike that was retired at the end of last season, but which will be back on the track with Chili again at the Imola Grand Prix des Nations round on September 3. The fairing, seat and tail section have all been taken from the Grand Prix bike, although the definitive shape, currently being studied at the Cagiva research center in San Marino under the watchful eye of Massimo Tamburini, will have a lot in common with the C594. The chassis seen at Mugello will probably be the final version; likewise with engine location and weight distribution.

The engine is a forward-inclined, liquid-cooled, in-line, four-cylinder. The cylinder head features two cams and four-valves-per-cylinder. The chassis features a twin-spar aluminum frame with a single-shock rear design.

In designing the chassis, Cagiva made use of the experience they have gained throughout their years of 500cc Grand Prix racing involvement.

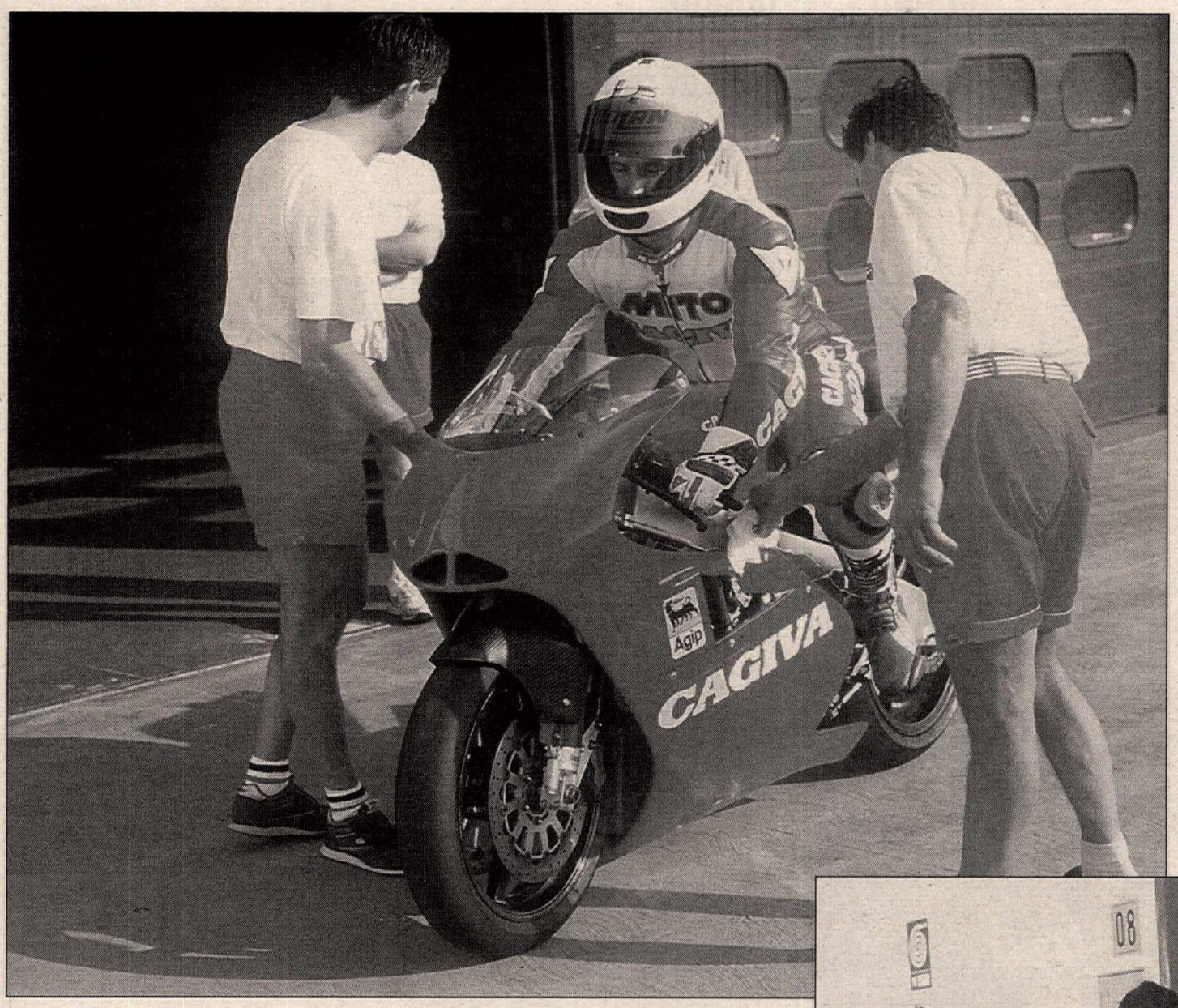
"It doesn't matter whether it's a 500cc GP bike or a Superbike, the requirements are the same," said Rosa.

Unlike its four-cylinder, in-line, Japanese rivals, the Cagiva has a small side profile.

"We used the same fairing as the C594, which had the smallest front in its category," said Rosa. "And this is a source of pride for us."

Cagiva has been keeping quiet about engine figures, but Rosa did reveal that the bike ridden at Mugello weighed 409 pounds; the racing version will clearly be brought down to the 352-pound superbike limit. In its present state, the engine red-lines at around 12,000 rpm, but the definitive version should go to 14,000 rpm and have a power output of 160 horsepower.

The test at the Mugello circuit was held "behind closed doors," but we managed to get a sneak look (we were not allowed to shoot photographs) at the four-cylinder engine. The most inter-



esting feature is the small, triangular radiator attached to the lowest part of the engine, similar to the one on the Cagiva C594.

The F4 750 will have two radiators; one located in the traditional place but physically smaller, to reduce the front profile, and the other positioned lower. There is also an intercooler that allows water and oil to be cooled at the same time.

On the second day of the test, Latini continued to test in place of Chili, who was at Brands Hatch in England for the eighth round of the World Superbike Championship. Latini did a series of four laps, interspersed with lengthy pit stops during which the engineers analyzed data.

In only a few weeks time a second bike, closer to finished race version, will be ready for testing. Testing will resume at the end of September and will continue throughout the winter.

Cagiva's intention is to build the 200 motorcycles required by regulations by the deadline for homologation (May 1, 1996), so that the bike can make its debut in the final rounds of the 1996 World Superbike Championship.

However, Cagiva is also considering debuting the bike in the Daytona 200 in March, taking advantage of AMA regulations which would allow participation with only seven existing products. The third possibility is that the bike will be raced in the World Endurance category, but in that series 200 motorcycles are also required for homologation.

"March is getting close and we're not sure things will be ready for Daytona, which is a very prestigious race," explained Rosa. "We don't want to do things badly with a bike that is not ready. When we race, we do it to win and we want to do well against all the manufacturers in superbike - especially Ducati."

Although both Cagiva and Ducati belong to the Castiglioni brothers, they presently work with two separate technical staffs, coordinated by Rosa, the group's technical director. The development of the engine, commissioned by Ferrari Engineering in 1990, was done in Ducati's Bologna factory until June of last year, when Cagiva decided to abandon the 500cc category in favor of superbikes and all materials were transferred to Varese. Chief engineer Andrea Goggi worked alongside Rosa when they prepared the 500cc V-four GP bike, and he is responsible for the development of the engine.

"Our engineers are young, but highly motivated," said Rosa. "And although they are from the two-stroke world, they are rapidly acquiring the necessary experience with four-strokes. I myself, in the past, also worked for a number of years in the study of high-performance four-stroke engines."

The 39-year-old Rosa has worked for Alfa Romeo and Ferrari (specifically on the F355 project), and for the Fondmetal Formula One team.

Cagiva's commercial program also includes the production of an F4 750 as a road-going superbike, similar to the Ducati 916. At the end of 1996 there will be a 900cc version, less sport-oriented than the750cc version, despite the higher engine capacity and increased power.

The original engine was developed for a Gran Turismo bike, but Cagiva Group President Claudio Castiglioni's desire to enter into superbike racing forced the engineers to redesign the project to increase power.

"The 500cc GP was a great challenge," said Castiglioni. "But it doesn't help sell bikes."

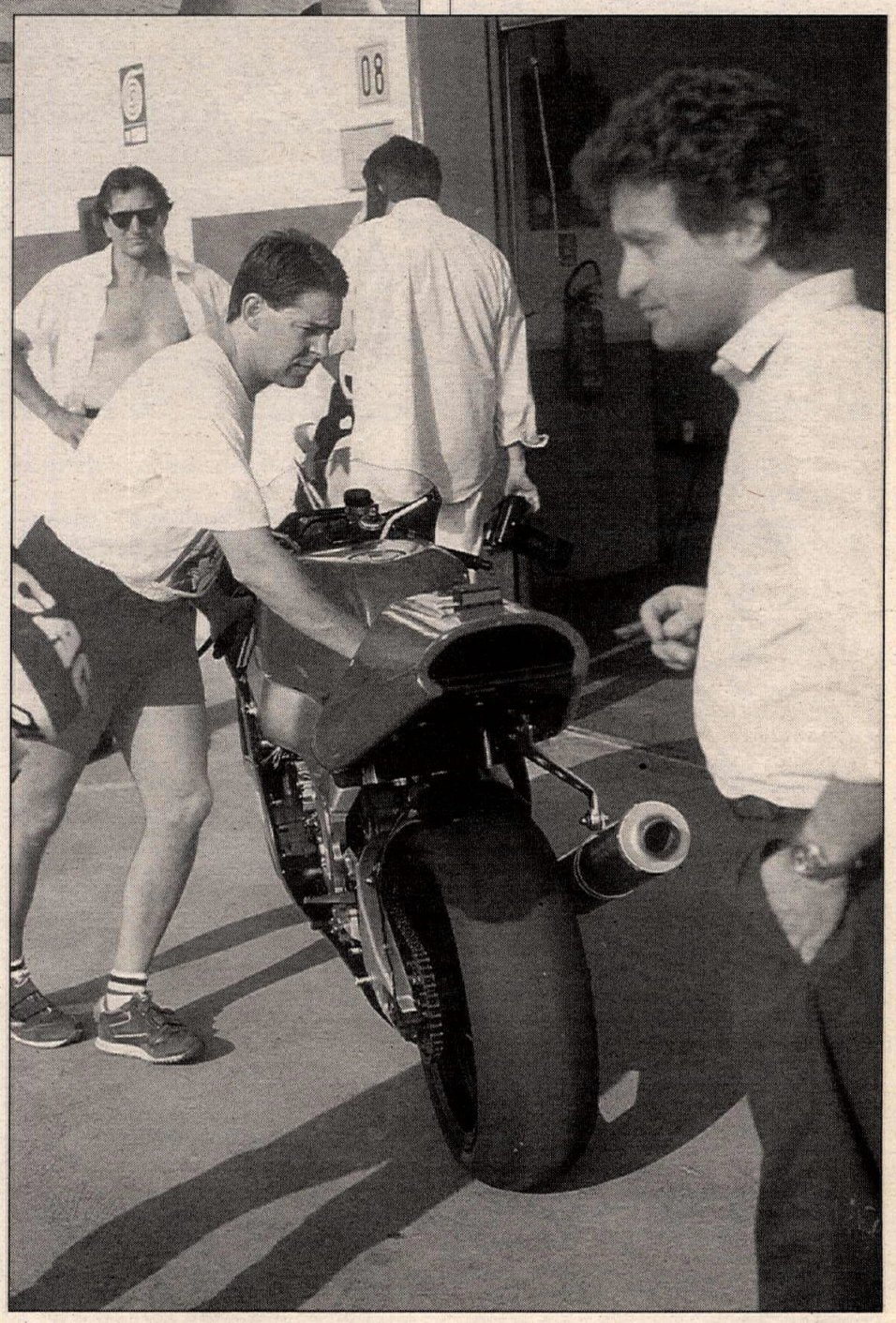
In the last few months, Cagiva's engineers have modified the engine sump and the cylinders of the F4. The engine has been designed with respect for the anti-pollution restrictions which will become increasingly rigid in many countries within the next few years.

"For this reason," said Rosa. "We think the F4 bike is a bike which has been designed for the year 2000."

The F4 denomination brings to mind the fact that Ferrari and Cagiva have a technical collaboration and partnership agreement with Ferrari Engineering, something which came about due to the friendship between the Castiglioni brothers and Piero Ferrari, the son of Enzo, who founded the Prancing Horse factory.

"The links with Ferrari make us very proud, " said Rosa. "But we're convinced that Cagiva can live on its own name and that the F4 will be successful both in the market and on the track, not just because it's the result of collaboration with such a prestigious manufacturer." CN

The bodywork is straight off Cagiva's 500cc V-four Grand Prix racer. Cagiva would like to race the bike in the Daytona 200 next March, though that may be a bit optimistic. World Superbike regulations require that 200 of the bikes be built; Cagiva is hoping to accomplish this by the end of 1996.



Rounds 11/12: Venezuelan/Polish GPs

Vohland's July rollercoaster

FILE PHOTO BY ALEX HODGEKINSON

MARACAY, VENEZUELA, JULY 16
GDYNIA, POLAND, JULY 30

Tallon Vohland suffered a bittersweet July as he registered his maiden MX GP victory at the Venezuelan 250 GP, but then two weeks later saw his final hopes of the title effectively disappear with a second moto DNF at the Polish GP, the 12th of 15 rounds in the World Motocross Series.

The Californian now trails JHK Kawasaki teammate Stefan Everts by 52 points with just two rounds left on the circuit.

Everts, though, is coming under renewed attack from fellow Belgian Marnicq Bervoets.

While the series leader went 4-3-3-3 through the July motos, the lone Johnson Bieffe Suzuki teamster won three motos out of four on sandy terrain in hot conditions and has narrowed the gap on the pacesetter to 26.

While Everts proved consistent through the month, Bervoets started with an eight-second win ahead of Vohland in Venezuela but lost all chance of an unbeaten month when his motor started to sputter due to a vacuum buildup in the tank in race two. He salvaged fifth in the moto.

Vohland, meanwhile, had chased Peter Beirer for most of the moto, but was quick to pounce when the German Honda rider jumped off the track. From that moment, the moto win and, with it, the overall were never in doubt.

Kurt Nicoll, fourth in the championship, saw his title hopes wrecked in race one when the factory Honda came to a halt, battered by the low-grade local gas which the team had elected to use. Nicoll got a fifth in race two, but teammate Jaimy Scevenels was eliminated each time. Yves Demaria's much-heralded comeback brought little joy, and he had to quit after just 15 minutes of the first moto, due to pain in the leg he had broken in Italy. Demaria did not ride in Poland.

Bervoets took a double win at Gdynia with Everts twice third, as Vohland's challenge wilted.

Sixth in the opener after a poor start, Tallon fought his way through to third after another poor gate in race two, only to be pit-boarded to let teammate Everts pass him back as Kawasaki decided to put all of their title hopes in one basket.

Vohland obeyed, but then lost concentration and crashed, sustaining a shoulder injury which put him out of the moto but will not prevent him riding the remainder of the series.

The Polish race was the cutoff for free travel to the Japanese GP and the decision of Paul Cooper's sponsors, the British So-Cal Leisure Clothing distributors, to finance his trip to Venezuela, paid off as the South African leapt to 14th in the standings after finishing eighth overall in South America and sixth in Poland. CN

Tallon Vohland recorded his first GP MX victory in Venezuala but a DNF in Poland two weeks later hurt his chance for the 250cc title.

Maracay, Venezuela
Results: July 16, 1995

MOTO 1: Marnicq Bervoets (Suz); 2. Tallon Vohland (Kaw); 3. Peter Beirer (Hon); 4. Stefan Everts (Kaw); 5. Pedro Tragter (Suz); 6. Andrea Bartolini (Yam); 7. Frederic Bolley (Yam); 8. Paul Cooper (Hon); 9. Danny Theybers (Hon); 10. Leon Giesbers (Suz); 11. Peter Iven (Kaw); 12. Andrian Robert (Kaw); 13. Michele Monti (Hon); 14. Pedro Gonzales (Yam); 15. Hugo Carmona (Yam).

MOTO 2: 1. Tallon Vohland (Kaw); 2. Peter Beirer (Hon); 3. Stefan Everts (Kaw); 4. Kurt Nicoll (Hon); 5. Marnicq Bervoets (Suz); 6. Frederic Bolley (Yam); 7. Andrea Bartolini (Yam); 8. Pedro Tragter (Suz); 9. Paul Cooper (Hon); 10. Peter Iven (Kaw); 11. Leon Giesbers (Suz); 12. Rob Herring (Hon); 13. Adrian Robert (Kaw); 14. Michele Monti (Hon); 15. Danny Theybers (Hon).

O/A: 1. Tallon Vohland (Kaw); 2. Peter Beirer (Hon); 3. Marnicq Bervoets (Suz); 4. Stefan Everts (Kaw); 5. Pedro Tragter (Suz); 6. Frederic Bolley (Yam); 7. Andrea Bartolini (Yam); 8. Paul Cooper (Hon); 9. Kurt Nicoll (Hon); 10. Peter Iven (Kaw).

Polish GP
Gdynia, Poland
Results: July 30, 1995

MOTO 1: 1. Marnicq Bervoets (Suz); 2. Kurt Nicoll (Hon); 3. Stefan Everts (Kaw); 4. Joakim Karlsson (Hon); 5. Pedro Tragter (Suz); 6. Tallon Vohland (Kaw); 7. Remy Van Rees (Kaw); 8. Paul Cooper (Hon); 9. Miska Aaltonen (Hon); 10. Mark Eastwood (Hon); 11. Andreas Dygd (Yam); 12. Jussi-Pekka Vehvilainen (Hon); 13. Thomas Paisan (Hon); 14. Peter Nijs (Hon); 15. Stefan Andersson (Hon).

MOTO 2: 1. Marnicq Bervoets (Suz); 2. Pedro Tragter (Suz); 3. Stefan Everts (Kaw); 4. Miska Aaltonen (hon); 5. Kurt Nicoll (Hon); 6. Paul Cooper (Hon); 7. Frederic Bolley (Yam); 8. Peter Beirer (Hon); 9. Peter Iven (Kaw); 10. Jaimy Scevenels (Hon); 11. Jussi-Pekka Vehvilainen (Hon); 12. Thomas Paisan (Hon); 13. Mark Eastwood (Hon); 14. Mats Nilsson (Kaw); 15. Oscar Vromans (Hon).

O/A: 1. Marnicq Bervoets (Suz); 2. Stefan Everts (Kaw); 3. Pedro Tragter (Suz); 4. Kurt Nicoll (Hon); 5. Miska Aaltonen (Hon); 6. Paul Cooper (Hon); 7. Joakim Karlsson (Hon); 8. Tallon Vohland (Kaw); 9. Frederic Bolley (Yam); 10. Remy Van Rees (Kaw).

WORLD CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (After 12 of 15 rounds): 1. Stefan Everts (338/4 wins); 2. Marnicq Bervoets (312/3 wins); 3. Tallon Vohland (286/1 win); 4. Kurt Nicoll (275/1 win); 5. Peter Beirer (234); 6. Pedro Tragter (184); 7. Bobby Moore (182); 8. Werner Dewit (179); 9. Andrea Bartolini (168/1 win); 13. Frederic Bolley (95); 14. Paul Cooper (78); 15. Jaimy Scevenels (73); 16. Leon Giesbers (72); 17. Miska Aaltonen (69); 18. Danny Theybers (59); 19. Remy Van Rees (43); 20. Rob Herring (38).

Upcoming Rounds:
Round 13 - Reisersberg, Germany, August 6
Round 14 - Suzuka, Japan, August 20

World Championship 125cc MX Series
Round 11: Indonesian GP

Tortelli takes it

YOGYAKARTA, INDONESIA, JULY 30

Sebastien Tortelli finally scored his first career GP win with an overwhelming double victory in the penultimate round of the World 125cc MX Series in Indonesia. He had celebrated his 17th birthday 11 days earlier.

Only fellow Frenchman Frederic Vialle, second in moto one, could stay anywhere near Totrelli on the supercross-style track at Yogyakarta, as a massive crowd witnessed the first Asian motocross GP outside Japan.

The win secured the championship bronze medal for Tortelli as the title struggle between Alessio Chiodi and Alessandro Puzar became even more intense.

Chiodi, the man on form at recent rounds, took over the championship lead but he tensed up and could only manage 6-5 moto finishes.

Puzar, who had thrown away a 50-point lead at the two previous rounds, had DNFed the first moto to surrender the lead in the standings but fought back to narrow the gap back to two points with a hard-fought third in race two.

Sole American Jimmy Button, no stranger to the tracks in Southeast Asia, was third in the opening moto but did not finish race two. He must now fight off Frenchman Mikael Mashio and Italian Claudio Federici at the series finale in Germany if he is to secure the number-four plate for 1996. CN

Indonesia GP
Yogyakarta, Indonesia
Results: July 30, 1995

MOTO 1: 1. Sebastien Tortelli (Kaw); 2. Frederic Vialle (Kaw); 3. Jimmy Button (Hon); 4. Mikael Maschio (Hon); 5. Erik Camerlengo (Yam); 6. Alessio Chiodi (Yam); 7. Massimo Bartolini (TM); 8. Michele Fanton (Kaw); 9. Jesper Kjaer Jorgensen (Hon); 10. Mauro Dal'Lago (Hon); 11. Collin Dugmore (Suz); 12. Lee Hogan (Suz); 13. Roy Snellingen (Suz); 14. A. McFarlen (Yam); 15. C. Taylor (Hon).

MOTO 2: 1. Sebastien Tortelli (Kaw); 2. Paul Malin (Yam); 3. Alessandro Puzar (Hon); 4. Massimo Bartolini (TM); 5. Alessio Chiodi (Yam); 6. Mikael Maschio (Hon); 7. Frederic Vialle (Kaw); 8. Michaele Fanton (Kaw); 9. Roy Snellingen (Suz); 10. Collin Dugmore (Suz); 11. C. Taylor (Hon); 12. Jimmy Verburgh (Yam); 13. Craig Pratley (Suz); 14. Nathan Shelton (Yam); 15. Darryl Atkins (Suz).

O/A: 1. Sebastien Tortelli (Kaw); 2. Frederic Vialle (Kaw); 3. Mikael Maschio (Hon); 4. Massimo Bartolini (TM); 5. Alessio Chiodi (Yam); 6. Paul Malin (Yam); 7. Michele Fanton (Kaw); 8. Alessandro Puzar (Hon); 9. Jimmy Button (Hon); 10. Erik Camerlengo (Yam).

WORLD CHAMPIONSHIP 125cc MX SERIES POINT STANDINGS (After 11 of 12 rounds): 1. Alessio Chiodi (305/4 wins); 2. Alessandro Puzar (303/3 wins); 3. Sebastien Tortelli (242/1 win); 4. Jimmy Button (182); 5. Mikael Maschio (172/1 win); 6. Claudio Federici (171/1 win); 7. Michele Fanton (151); 8. Massimo Bartolini (150); 9. Dave Strijbos (147); 10. Frederic Vialle (143); 11. Paul Malin (136/1 win); 12. Erik Camerlengo (125); 13. Collin Dugmore (109); 14. Mauro Dal'Lago (88); 15. Philippe Dupasquier (57); 16. Charrel Sweebe (53); 17. Stephane Roncada (49); 18. Fabio Balducci (43); 19. Roy Snellingen (35); 20. Jochen Jasinski (25).

Upcoming Rounds
Final round - Reil, Germany, August 13

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MOTOCROSS

(#7) The History of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath whipping the "nac-nac" on his CR250, you'll see it all in this 95 minute video from Gary Semics Video.

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo.

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Mamicq Bervoets and Kurt Nicoll in their quest for the World Championship.. 90 minutes from Motovideo.

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo.

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

SUPERCROSS

(#301F) 1995 Orlando Supercross
Round #1 of 125/250cc U.S. Supercross Series action at the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo.

(#310F) 1995 Minneapolis Supercross
Round #2 of 125/250cc U.S. Supercross Series action at the Metrodome in Minneapolis, Minnesota. 47 minutes from Motovideo.

(#303F) 1995 Anaheim Supercross
Round #3 of 125/250cc U.S. Supercross Series action at Angels Stadium in Anaheim, California. 47 minutes from Motovideo.

(#312F) 1995 Seattle Supercross
Round #4 of 125/250cc U.S. Supercross Series action at the Kingdome in Seattle, Washington. 47 minutes from Motovideo.

(#304F) 1995 San Diego Supercross
Round #5 of 125/250cc U.S. Supercross Series action at Jack Murphy Stadium in San Diego, California. 47 minutes from Motovideo.

(#306F) 1995 Atlanta Supercross
Round #6 of 125/250cc U.S. Supercross Series action at the Georgia Dome in Atlanta, Georgia. 47 minutes from Motovideo.

(#307F) 1995 Indianapolis Supercross
Round #8 of 125/25cc U.S. Supercross Series action at the RCA Dome in Indianapolis, Indiana. 47 minutes from Motovideo.

(#302F) 1995 Houston Supercross
Round #9 of 125/250cc U.S. Supercross Series action at the Astrodome in Houston, Texas. 47 minutes from Motovideo.

(#309F) 1995 Pontiac Supercross
Round #10 of 125/250cc U.S. Supercross Series action at the Silverdome in Pontiac, Michigan. 47 minutes from Motovideo.

(#308F) 1995 Charlotte Supercross
Round #11 of 125/250cc U.S. Supercross Series action at Memorial Stadium in Charlotte, North Carolina. 47 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo.

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo.

TOURING & ROAD RIDING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#78F) 1994 500cc GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA.

((#79F) 1994 125/250cc GP Review
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#103B) Schwantz: GP Year '94
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA.

(#115) Cutting Edge Bikes
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA.

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA.

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo.

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 167 minutes from Duke Video USA..

(#401B) 1995 German World Superbike
Round #1 featuring two legs of WSB Series action from the famous Hockenheimring in Hockenheim, Germany. 55 minutes from Duke Video USA.

(#402B) 1995 Italian World Superbike
Round #2 featuring two legs of WSB Series action from the heart of Ducati country in Misano, Italy. 55 minutes from Duke Video USA.

(#403B) 1995 British World Superbike
Round #3 featuring two legs of WSB Series action as Fogarty charms the hometown crowd with twin wins at Donington Park. 55 minutes from Duke Video USA.

SPEEDWAY

(#45D) 1994 US Speedway Nat'l. C'Ship
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Clanton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video.

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo.

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA.

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo.

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster; also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

ENDURO & DUAL SPORT

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA.

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#96) 1993 Pharaohs Rally
Follow the great names in motorcycle and auto rally racing as they traverse the desert sands of Egypt. 52 minutes from Frog Specialties.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video.

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions.

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions.

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions.

INSTRUCTIONAL & TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video.

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video.

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video.

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video.

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video.

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#135A) Street Smarts II
Picks up where Volume 1 left off, and continues to give you useable street riding techniques and information from well-known riders such as Wes Cooley, Chuck Graves, David Emde, Cal Rayborn III and others who show you more safety techniques you can apply to your street riding. Also features new on-track race footage and on-bike sequences shot on the mean streets of Los Angeles. 45 minutes from Street Smarts Video.

(#135B) Street Smarts III: Danger Zones
"Danger Zones" takes a look at street riding tactics and some of the situations you may encounter on the street, so that when and if they occur, you already have a plan of what you might do to avoid an accident. This video will make you think before you are put on the spot. Contains on-bike footage, computer animation and interviews. 37 minutes from Street Smarts Video.

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#55) Moto n' Motion: Jeremy McGrath
An up-close-and-personal look at Jeremy McGrath as the champ discusses sponsorship, friends, family, fans and life. Watch Jeremy practicing on his backyard supercross track, and relaxing at home. 23 minutes from Moto n' Motion.

(#60) MX-Posed: Volume #1/1
Project FMF RM125 Hop-Up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. 47 minutes from MX-Posed Video.

(#60A) MX-Posed: Volume #2/1
Talk to Rick Johnson, listen to Damon Bradshaw, see Steve Lamson, learn Suspension Set-Up, experience Motocross Action. 47 minutes from MX-Posed Video.

(#70) Jeremy McGrath: Winning Can Be Fun!
Jeremy's positive lifestyle, combined with the love and encouragement of his family, exemplify what it takes to go after the checkered flag and be a winner...at the race track and in life. All-new footage filmed in 1995; 30 minutes from Musical Pictures Video.

(325) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo.

CRASHES

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man; rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA.

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA.

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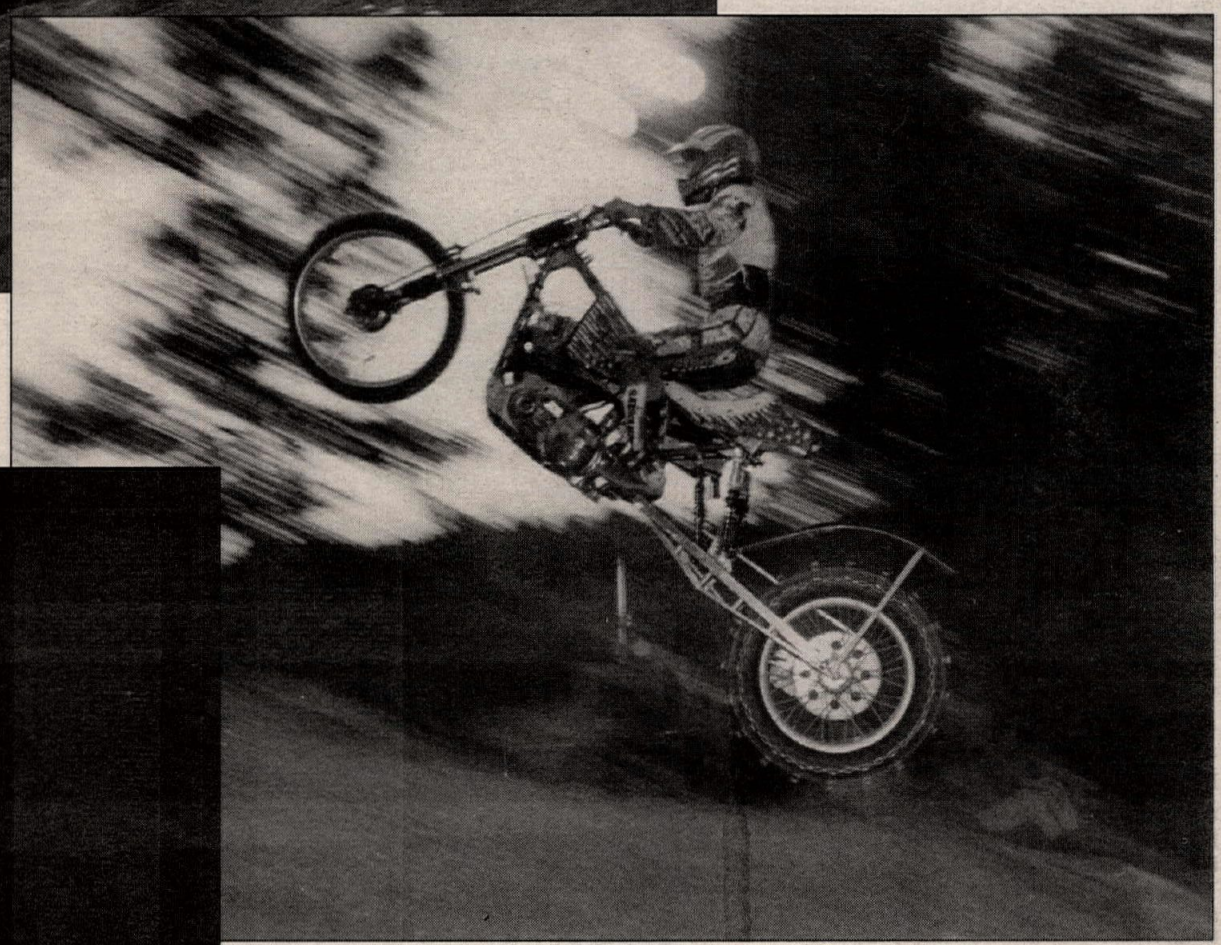
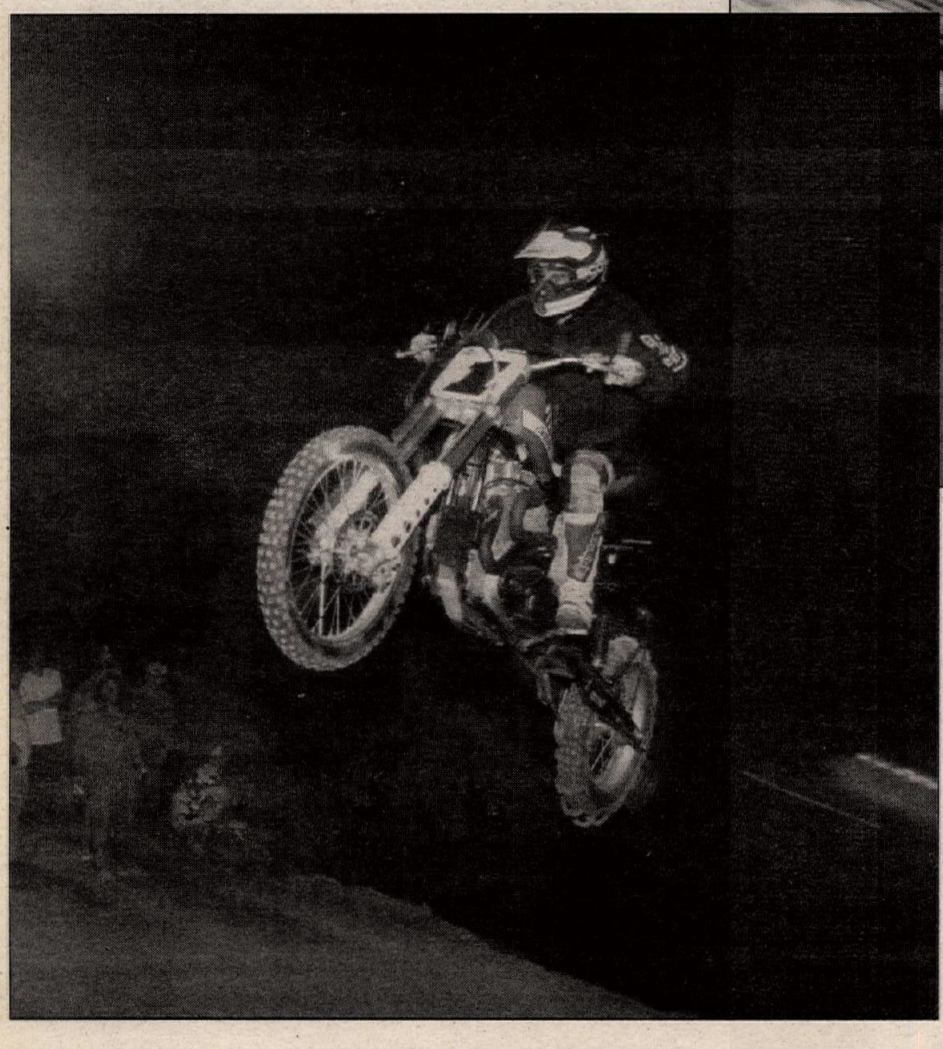
Round 6: Greasy Ridge

Out of the shadows



(Above) Winner Rick Soter III on his only climb of the day. It was the BSA rider's third victory of the year.
(Right) Steve Dresser became the new 800cc-class points leader on his single-run victory, displacing Lou Gerencer Jr. (below) to second overall.



The fourth annual event at Greasy Ridge was the stage for round six of the AMA National Pro Hillclimb series. The annual night hillclimb, sponsored by Drew Wolfe of Action Sports Racing, is an exciting race for riders and spectators alike as the steep face of the first 140 feet provides an excellent run to get a lot of air, then drops away. The course continues with a kicker peaking at the 165-foot mark to give riders a little bump, and ends with an adequate shut-down area with the lights at the 220-foot mark.

Scott McNeely of the 540cc class got the event under way, as the Honda rider prepared to climb the Greasy Ridge Hill. West Virginian centerlined his way to the lights, clocking a 5.0883-second blast. McNeely's second ride proved slower at 6.001, so he would have to rely on his first run - good enough for third place on the day.

"The first ride felt really good," McNeely said. "I was nervous about running first tonight. The second run felt really strong out of the box, but the hill had gotten rutted out and I couldn't keep the throttle on."

Paul Pinsonnault of Ludlow, Massachusetts, put his Honda onto the hill in a sputter as his carburetor came off, managing to travel only 20 feet. Pinsonnault's return proved more effective with a long launch off the jump, staying airborne for a good 25 feet up the hill. He stopped the clock with a reading of 4.996 seconds to secure second place.

"I didn't have the carburetor clamp tightened so it popped off," lamented Pinsonnault. "On the second ride we had a pretty good groove up the hill.

By Jay A. Herndon

HAYDENVILLE, OH, JULY 29

Steve Dresser of the Pro USA Hillclimb Team set the pace early in the 800cc class, needing just one run to take the victory in his first event aboard his new machine at the only pro night hillclimb of the season - Greasy Ridge. Dresser now leads the points race over Lou Gerencer, 82-74.

In the 540cc class, Rick Soter III continued his winning ways, securing win number three this season with one run. Soter III has closed the gap on class leader Paul Pinsonnault to a single point, 86-85.

The landing was smooth...the smoother the better. So it was fun."

The battle for the season's top honors heated up as Rick Soter III put together the fastest ride of the day. The Maryland rider ran straight up the middle, landed centered, and rocked the clock with a 4.9189 on his only climb. It was his third win of the season and Soter III now trails Pinsonnault by only a single point.

"I knew it was a good ride when I got to the top," the BSA rider said. "I was just hoping I wouldn't get beat all day - I was sweatin', waiting to get beat, but it turned out for the best and I got it."

Action in the 800cc class got started with Rodney Smith aboard his Yamaha twin. Smith managed to squeeze off a 6.1616-second ride his first time out, and later returned to clock a 6.1277 to log fifth for his evening's efforts.

Glendal Petty Jr. fired his big, thundering Harley-Davidson on to the Ridge, getting air off the jump, and clocked a respectable 5.7286. Round two proved faster as he shot straight through the lights after a long aerial flight off the jump to get a time of 4.7925. Putting a third-place in his pocketbook, Petty stated: "The ride felt real smooth, straight and right up the middle."

Steve Dresser stepped forward for the USA Pro Team and put one ride in on the shale-faced hill to secure his first career win. It was, in a sense, a double victory for the New Yorker, as he broke his foot at this event last year and was somewhat apprehensive when he arrived.

"The ride didn't feel as fast as it was," an elated Dresser said. "I thought it was in the five-second bracket as I came back down, but had no idea it was that fast (4.4657)."

Rodney Williams put his nitro-burning Harley against the starting log, slammed the throttle open in a not-holds-barred ride to produced a 5.3673-second time. Returning in round two, Williams had a plagued ride as he came off the pegs, but still improved his time to 4.7144 and fourth place. Williams, hungry for a top finish stayed on the throttle as he flat-tracked his way through the lights. Once he put his injured foot on ice, Williams recalled the mechanical problem: "The rear wheel kicked out to the right as I came off the top," Williams recalled. "We broke the slack adjuster and twisted the back wheel around and I had to put my foot down just to get through the lights." CN

Greasy Ridge
Haydenville, Ohio
Results: July 29, 1995

540cc: 1. Rick Soter III (BSA); 2. Paul Pinsonnault (Hon); 3. Scott McNeely (Hon); 4. Terry Thompson (BSA); 5. Jason Petty (Kaw); 6. William Price (Yam); 7. Ted Wilkins (Rtx); 8. Michael DeBusk (BSA); 9. Paul Lowe (Kaw); 10. Ralph Kreeger (Tri); 11. Bob Hawk (BSA); 12. Walter Herrick (Suz); 13. Alan Hoskins (Hon); 14. John Hislop (BSA); 15. Jeff Thomas (Yam); 16. Robert Shreiner (BSA); 17. Michael Pulver (Hon); 18. David Watson (Hon); 19. Paul Garrety (Kaw); 20. Doug Klont (Tri); 21. Tommy Wells (KTM).

800cc: 1. Steve Dresser (H-D); 2. Rodney Williams (H-D); 3. Glendal Petty (H-D); 4. Lou Gerencer Jr. (H-D); 5. Greg Williams (Hon); 6. Randy Gabriel (H-D); 7. Jimmy Dingee (H-D); 8. Tom Reiser (H-D); 9. Russell Vanderveen (H-D); 10. Wallace Fowler (Suz); 11. Rodney Smith (Yam); 12. Robert Castledine (H-D).

540cc NATIONAL HILLCLIMB C'SHIP POINT STANDINGS: 1. Paul Pinsonnault (86/2 wins); 2. Richard Soter III (85/3); 3. Scott McNeely (57); 4. Ted Wilkins (55/1); 5. Paul Lowe (53); 6. Michael Pulver (49); 7. David Watson (48); 8. Michael DeBusk (47); 9. Alan Hoskins (43); 10. Terry Thompson (35).

800cc NATIONAL HILLCLIMB C'SHIP POINT STANDINGS: 1. Steve Dresser (82/1 win); 2. Lou Gerencer (74/2); 3. Greg Williams (68/1); 4. Rodney Williams (58); 5. Jimmy Dingee (55/1); 6. Harry Schreiber (51/1); 7. Tom Reiser (50); 8. Randy Gabriel (47); 9. Robert Castledine (46); 10. Wallace Fowler (45).

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Schneider tops Tioga MX

By Thom Veety
Photo by Action Photos

WHITNEY POINT, NY, JULY 4
Fairway Honda's John Schneider was the big winner at round four of the Northeast Classic Motocross Championship held at Broome Tioga Sports Center in Whitney Point, New York, topping both the 125cc and 250cc Amateur classes.

Dag Boyesen was the only other double-class winner, taking the checkers in the 250-Open Expert and the 25+ Expert classes.

Schneider grabbed the holeshot in the first 250cc Open Amateur moto, followed closely by Billy Snook, Mark Schwelbinz, Terrence Finkle, and Ben Firestone.

Snook crashed early in lap two allowing Schwelbinz, Finkle, Firestone and Stuart Caruso to pass him before he was able to remount in sixth place.

Schneider had an easy cruise to victory while Snook stayed on the gas and worked his way up to third position, behind Schwelbinz.

Schneider and Snook ran one-two at the start of moto-two, with Sal Gambone a solid third.

When the gate dropped for the 40-rider main, Schneider got on the gas and into first place by the end of the second lap. Schweibinz held a strong second with Gavazza, Dicillo, Firestone, and Gambone dicing for third. Schneider took the win easily, with Schweinbinz taking a healthy second, followed by Gavazza.

Barry Carsten grabbed the lead at the start of the first 125cc expert moto and left the pack behind, with Nathan Ramsey in second place. Carsten again grabbed the holeshot at the start of moto two with Tom Rice in second position until it was taken from him by Eric Reilley. Carsten held off Reilly to take the win, while Dag Boyesen took third.

Eric Reilly gated first in the first 250-open Expert moto and never gave up the lead. Dag Boyesen passed Ty Wallace to take the win in moto two, Wallace taking a spill on the last lap that allowed Carsten into second position.

(Top) Jeff Willoh soared to the 125cc Pro class win at the Antelope Valley Fairgrounds Supercross. (Above) 250 B-class winner John Schneider (78) leads second-place finisher Billy Snook (98) in round four of the Northeast Classic MX Series.

Results

125 A: 1. Barry Carsten (Suz); 2. Eric Reilly (Suz); 3. Dag Boyesen (Yam); 4. Bruce Stratton (Suz); 5. Carlo Coen (Suz).

125 B: 1. John Schneider (Hon); 2. Tony Cavazza (Hon); 3. Mark Schwelbinz (Hon); 4. Ben Firestone (Suz); 5. Paul Carpenter (Hon).

125 C: 1. Ross Benson (Suz); 2. Ted Weldner (Hon); 3. Jon Barber (Kaw); 4. Nicholas Cicci (Hon); 5. Alby Radulik (Kaw).

250 OPEN A: 1. Dag Boyesen (Yam); 2. Barry Carsten (Suz); 3. Carlo Coen (Suz); 4. Eric Reilly (Suz); 5. Nathan Ramsey (Suz).

250 OPEN B: 1. John Schneider (Hon); 2. Billy Snook (Yam); 3. Mark Schwelbinz (Hon); 4. Sal Gambone (Hon); 5. Terrence Finkle (Yam).

250 OPEN C: 1. Bryan Abel (Suz); 2. Ross Benson (Suz); 3. Chris Reo (Kaw); 4. Brian Michaud (Hon); 5. Ron Monette (Hon).

125 SCHBY: 1. Jay Harper (Kaw); 2. Robbie W. (Suz); 3. Mike Legno (Kaw); 4. Mike Zimmerman (Suz); 5. Chris Hunter (Hon).

CLGBY: 1. Eric Swartwood (Hon); 2. Bill Baker (Kaw); 3. Sal Gambone (Hon); 4. Jeremy Garges (Yam); 5. Billy Snook (Yam).

25+ A: 1. Dag Boyesen (Yam); 2. Carlo Coen (Suz); 3. Jimmy McIlvane (Hon); 4. David Wolfskill (Suz); 5. John Walton (Hon).

25+ B: 1. Stuart Caruso (Hon); 2. Mike Meleski (Hon); 3. Eric Gossger (Hon); 4. Nick Smith (Suz); 5. Darryl Smith (Kaw).

30+ A: 1. Jerry Selp (Kaw); 2. John Walton (Hon); 3. David Wolfskill (Suz); 4. Tom Rice (Yam); 5. Larry Harper (Kaw).

30+ B: 1. Greg Lykens (Yam); 2. Richard Ellas (Kaw); 3. Brian Broadwell (Suz); 4. Mike Meleski (Hon); 5. Eric Gossger (Hon).

30+ C: 1. Jim Stine (Yam); 2. Rich Eggers (Hon); 3. Ray Davis (Suz); 4. Bruce Zanghi (Hon); 5. James Smith (Kaw).

40+: 1. Howard Hoose (Kaw); 2. Eyvind Boyesen (Yam); 3. Jeff Matlack (Kaw); 4. Joe Yagloski (Yam); 5. Bob McCann (Hon).

50 P/W: 1. David Steritt (LEM); 2. Mitch Dougherty (Yam); 3. Wayne Jennings (Yam); 4. Jeffrey Mori (LEM); 5. Brandon Meier (LEM).

65 (7-11): 1. Derek Burlew (Kaw); 2. Patrick Simpsen (Kaw); 3. Brad Bourne (Kaw); 4. Mitch Dougherty (Kaw); 5. B.J. Smith (Kaw).

85 (7-11): 1. Casey Clark (Yam); 2. Derek Burlew (Suz); 3. Ed Gleason (Kaw); 4. Justin Fazekas (Suz); 5. Lindsay Cron (Kaw).

85 (12-13): 1. Paul Carpenter (Hon); 2. Mike Dougherty (Hon); 3. Albert Ginolfi (Kaw); 4. Mike Freeda (Hon); 5. Fred Cook (Yam).

85 (14-15): 1. Chris Hunter (Hon); 2. Steve Cunningham (Kaw); 3. Joey Dellaversano (Hon); 4. Larry Mombelardi (Yam); 5. Jason Gattari (Kaw).

WMN: 1. Renee Thesing (Suz); 2. Lindsay Cron (Kaw); 3. Renee Kotopoulls (Kaw).

BELGIUM QUAL: 1. Billy Snook (Yam); 2. John Schneider (Hon); 3. Paul Zander; 4. Jay Harper (Kaw); 5. Antonio Magaro (Kaw).

Willoh, Lewis Win at Fairgrounds Supercross

By Greg Robertson

LANCASTER, CA, JULY 21
Jeff Willoh and Kyle Lewis each used perfect 1-1 scores to top the 125cc and 250cc Pro classes respectively during the third round of Full Blown Promotion's Hot Supercross Nights Series at the Antelope Valley Fairgrounds.

Shaun Perolio won the drag race down the starting straight to lead Willoh, D.J. Sweany and David Evilsizer in the first 125cc Pro moto. Willoh got around Perolio on the opening lap and quickly pulled out a five-second lead. Perolio spent the entire moto slowly reeling Willoh back in, but had to settle for second place at the checkers.

Moto two was all Willoh's, as the Team Green/I Ain't Scared Racing/O Neal/ FMF-backed speedster went wire to wire for the victory. Perolio picked up second-place cash.

The first 250cc Pro moto saw Lewis waste little time in getting around fast-starter Larry Brooks. Lewis looked smooth as he slowly distanced himself from the others to take the win. The race-long battle for second went all the way to the wire with Brooks holding off Perolio and Sulek.

"I'm not in shape yet," Brooks said later. "I'm not strong enough yet because of my recent arm surgery. I'm just trying to race some local races to get my speed and endurance back."

Brook's second moto lead lasted only a lap before teammate Lewis dived underneath him in a sweeping left-hander to take control. As in the first moto, Lewis pulled away from the field and styled to a convincing win.

"I was just having fun," said Noleen/Sizzler/Yamaha/Bridgestone/Shoei/X-Treme/Sidi/Dirt Bags/Oakley-backed Lewis, "throwing it sideways a little bit. The track was a little dry, so I couldn't whip it too much."

Willoh was relentless in his attacks on Brooks throughout the second moto.

"I knew they (Willoh and Perolio) were behind me," said Brooks. "I could hear them battling back there, and I just wanted to keep my own pace and not do anything stupid."

Results

P/W B-2: 1. Wes Hicks (Yam); 2. Dustin Delucia (Yam); 3. Tye Hames (Yam); 4. Tyler White (Yam); 5. Brian Powell (KTM).

P/W B-1: 1. Bryce Terzian (KTM).

P/W A: 1. Ryan Roybal (KTM); 2. J.J. Noone (KTM); 3. Ricky Hemme (Yam); 4. Charles Messer (Yam); 5. Edward Herring (KTM).

60 BEG: 1. Cory Redenius (Kaw); 2. Michael Epstein (Kaw).

60 (0-8): 1. Ricky Hemme (Kaw); 2. Ryan Roybal (Kaw); 3. J.J. Noone (Kaw).

60 (9-11): 1. Scott Howe (Kaw).

80 BEG: 1. Chris Elloitt (Kaw); 2. David McManus (Hon); 3. Blake Margheim (Suz); 4. Travis Parsky (Yam); 5. Deuce Rutledge (Yam).

80 (0-11): 1. Scott Howe (Suz).

80 (12-16): 1. Michael Young (Hon); 2. Devin Seeger (Yam); 3. D.J. Priputen (Yam); 4. Dustin Somers (Yam).

125 BEG: 1. George LaMonte (Suz); 2. Todd Ford (Kaw); 3. Chad Neal (Kaw); 4. Raymond Smith (Yam); 5. Robert Hubbard (Yam).

125 NOV: 1. Kenny Terracciano (Hon); 2. Jeremy Chaussee (Kaw); 3. Michael Young (Hon); 4. Scott Fisher (Hon); 5. Scott Priputen (Yam).

125 INT: 1. Casey Lytle (Hon); 2. Chris Neitzel (Suz).

125 PRO: 1. Jeff Willoh (Kaw); 2. Shaun Perolio (Kaw); 3. David Evilsizer (Suz); 4. D.J. Sweany (Suz).

250 BEG: 1. Rich Rungitis (Suz); 2. Sean Trottier (Yam); 3. Joshua Mason (Hus); 4. Kyle Clutter (Yam); 5. Shaun Tapola (Hon).

250 NOV: 1. Graham Howell (Suz); 2. Shawne Chamberlin (Kaw).

250 PRO: 1. Kyle Lewis (Yam); 2. Larry Brooks (Yam); 3. Shaun Perolio (Kaw); 4. Jeff Willoh (Kaw); 5. Tony Sulek (Yam).

500 BEG: 1. Jeff White (Hon); 2. Ron Lamb (Hon); 3. Brian Palmer (Kaw); 4. Michael Logue (KTM).

JR VET BEG: 1. Todd Ford (Kaw); 2. Todd Sayles; 3. Steve Lamb (Yam); 4. Peter Gillison (Hon); 5. Shawn Stephenson.

JR VET NOV: 1. Mike Johnson (Suz); 2. Guy Griffin (Suz); 3. Dallas Couiter (Hon).

VET BEG: 1. Mark Ansnow (Kaw); 2. Cameron Moore (Hon); 3. Tim Damon (Hon); 4. Brian Tubbert (Hon); 5. Lou Gonzales (Hon).

VET NOV: 1. Peter Terracciano (Kaw); 2. David Fajardo (Yam).

VET EX: 1. Jon Zahrt (Yam); 2. Darren Elliott (Hon).

Peters doubles D4 trial

By Don Allis

CAYUTA, NY, JULY 16
Ray Peters continued his domination of the District 4 trials scene as he rode to a convincing Expert-class win on the second of two days of competition.

Section nine was the only one on the loop to cause Peters any grief, and even then it wasn't much, as he only dropped one point. The section, consisting of three five-foot-diameter logs placed one and a half bike lengths apart, proved to be a challenge to all who rode it. Fantic-mounted Mike Komer managed to card second with 42 points.

The Advanced class saw Beta Techno rider David M. Reed edge out Jim Fox for first place. Reed scored 45 points while Fox dropped a total of 57.

Noah Leon took his Aprilia to the Novice-class victory over Robert Schlaufman, also riding an Aprilia, by a score of 12 points to Schlaufman's 30.

Aprilia-mounted Carl Peters returned to the winner's circle with a score of 19 points in the Senior A class. Section two proved to be a challenge for the Intermediate riders, featuring tight turns and a large hillclimb as well as a long descent back off the hill.

Brian Kavanagh narrowly took the Novice-class victory over James Sharer and his Beta by a score of 13 points to Sharer's 17 points.

Results

EX: 1. Raymond Peters (1 point); 2. Mike Komer (42); 3. Travis Fox (49); 4. George Brinkwart (79); 5. Greg Bolt (87).

ADV: 1. David M. Reed (45); 2. Jim Fox (57); 3. Jonah Leon (65); 4. Fred Wood (103).

INT: 1. Noah Leon (12); 2. Robert Schlaufman (30); 3. David Knapp (34); 4. Dana Guest (38); 5. Roger Allis (48).

SR A: 1. Carl Peters (19); 2. Laverne Bowen (34/22 cleans); 3. Stephen Fedorka (34/21); 4. Charlie Camin (49); 5. John Jelliff (54).

NOV: 1. Brian Kavanagh (13); 2. James Sharer (17); 3. Anthony Burke (24/28); 4. Russell Brown (24/26); 5. Patrick Brown (29).

SR B: 1. Don Allis (20/30); 2. Robert Slater (20/29); 3. John J. Pileski (26); 4. Gary Brogdale (43); 5. Gerald Radder (47).

S/SR: 1. Doc Kavanagh (64); 2. John Knapp (79); 3. Bernie Caron (91).

ROOKIE: 1. Andrew Winters (29); 2. Daniel Benjamin (32); 3. Joshua Benjamin (37); 4. John Jellier (49).

Parham pounds Crowder Pit Motocross

By Mike Williams

TALLAHASSE, FL, JULY 2
Eric Parham roosted his way to a narrow tie-breaker victory in the 125cc C class at the Tallahassee Trail Riders-promoted Crowder Pit MX.

Parham motored his 125 to a 2-1 score, just edging out the Kawasaki of Chad Revell, who posted a 1-2 score. Rounding out the top three was Honda-mounted Chuck Sapp.

In the 250cc D class, Wendell Odom rode to a pair of second-place finishes to nail down the overall win, while first-moto winner Brent Dean carded a third-place finish in moto two to take the runner-up position. Daryl Maxwell pushed his Yamaha to third overall by way of a 5-1 showing.

Tim Timmons made a successful return to racing after a two-year layoff, turning a pair of holeshots aboard a very fast CR250 into a double-moto sweep of the 35+ class.

Parham returned to do battle in the 250cc C class, but this time the tie-breaker tables were turned as his 1-2 score was beaten by John Mitchell's 2-1.

Results

P/W: 1. Cole Boutwell (Kaw); 2. Brandon Hancock (Yam); 3. Chase Revell (Kaw).

MINI A: 1. Jessica Patterson (Kaw); 2. Jordan Peeples (Kaw).

MINI B: 1. Justin Applewhite (Kaw).

125 B: 1. Bryan Sapp (Hon).

125 C: 1. Eric Parham (Hon); 2. Chad Revell (Kaw); 3. Chuck Sapp (Hon); 4. Brian Kelly (Hon); 5. Nick Thomas (Hon).

250 B: 1. Mike Williams (Hon); 2. Phillip Wilkinson (Kaw); 3. Ron Harrison (Yam); 4. Eric Priest (KTM).

250 C: 1. John Mitchell (Yam); 2. Eric Parham (Kaw); 3. Mark Clark (Kaw); 4. Francis Kinney (Hon); 5. Tommy Ashmore (Kaw).

250 D: 1. Wendell Odom (Kaw); 2. Brent Dean (Hon); 3. Daryl Maxwell (Yam); 4. Chris Norris (Yam); 5. James Farr (Yam).

25+: 1. Mike Williams (Hon); 2. John Asbell (Kaw).

35+: 1. Tim Timmons (Hon).

40+: 1. Larry Brinkley (Kaw).

MONEY: 1. Earl May (Kaw); 2. John Havens (Yam); 3. Tim Stokes (Hon); 4. Jessica Patterson (Kaw); 5. Bryan Sapp (Hon).

Thaver savors West Florida MX

By Mike Williams

MILTON, FL, JULY 15
Roger Thaver brought a pair of Kawasakis to West Florida Motocross and left with a pair of first-place trophies as he won both the 125 and 250cc C classes during round four of the Summer SuperCross series.

Thaver won the 250cc C class after running down holeshot artist Mark Butler. Butler and his Honda weren't about to just roll over and play dead, though, as he and Thaver swapped the lead back and forth repeatedly. In the end, Thaver made a pass that stuck and styled his way to the main-event win.

Pro-class action saw Kevin Knight and Ray Mitchell battling during both motos with Knight's Bay Honda/Pro Circuit/Parts Unlimited CR250 coming out the overall winner. In

moto two, Mitchell had to watch his back more than the track ahead of him as he struggled to keep Knight at bay. That apparently was all Knight needed to light his fire as he picked it up a notch, blew by Mitchell and pulled away for a convincing moto and overall win.

Continuing the season-long tradition, the Pee Wee B class saw yet another battle between Cole Boutwell and Cory Carlson. In the heat race, Carlson nabbed the holeshot with Boutwell soon crashing and causing a huge pileup. Boutwell remounted and began a charge that would take him up to third place as Carlson rode a smooth race to take the win.

In the main, Boutwell took the holeshot and never looked back, pulling away to an impressive win over Carlson. Jamie Lewis stayed on the gas all moto long and charged his way to a well-deserved third-place finish.

Boutwell returned later to notch the Junior Mini-class win as well, stepping up to the bigger, faster 60s. Following Boutwell across the line were Stephen Nye and Bubba Pratt.

Results

P/W B: 1. Cole Boutwell; 2. Cory Carlson; 3. Jamie Lewis.
P/W C: 1. Justin McQueen; 2. Joshua Smelley; 3. Brandon Bell.
P/W D: 1. Gary Weets; 2. Colt McCerra; 3. Kyle Benton.
JR MINI: 1. Cole Boutwell; 2. Stephen Nye; 3. Bubba Pratt.
80 B: 1. Dwayne Celass; 2. Randy Mason; 3. Hal Martin.
80 C: 1. Derek Fore; 2. Justin Smegelski; 3. Tyler Cotton.
80 D: 1. Ronnie Machen; 2. Ryan Thayer; 3. Lewis Welch.
125 B: 1. Kevin Cagle; 2. Ronnie Ramiscal.
125 C: 1. Roger Thaver; 2. Dwayne Glass; 3. Wacky Pratt.
125 D: 1. Russell Chester; 2. Nathan Radcliff; 3. Terry Joell.
250 B: 1. Eric Elam; 2. Mike Williams; 3. Paul Bryant.
250 C: 1. Roger Thaver; 2. Mark Butler.
250 D: 1. Chris Lucas; 2. Rhett Peel; 3. Johnny Kozain.
VET B: 1. Mike Williams; 2. Paul Zelinsky; 3. Bob Riker.
VET C: 1. Tony Vitale; 2. Ken Dickie; 3. Gill McLane.
HOBBY: 1. Richard Dunn; 2. David Williams; 3. Dan Barbery.
MONEY: 1. Kevin Knight; 2. Ray Mitchell; 3. Eric Elam.

Peters commands D4 trial

By John Knapp and Don Allis

ELMIRA, NY, JULY 15
Fantic-mounted Ray Peters continues winning at the District 4 Trials game. Peters bested runner-up Fantic rider Mike Komer with a score of five points to Komer's 32 during a record-setting heat wave.

Peters took command in the rocky, uphill section one, where he only dropped four of his five points to Komer's seven.

In the Advanced class, Scorpa-mounted Jonah Leon bested Montesa rider David A. Reed by only two points. The Advanced-class riders primarily rode the Expert sections, with the exception of the tough section one.

Noah Leon piloted his Aprilia to the win over Yamaha-mounted Dave Knapp in the Intermediate class with a score of 13 points to Knapp's 30.

In the Senior A Class, Aprilia rider Lavern Bowen took top honors, beating Montesa rider Charlie Camin by only seven points. Another Aprilia rider, John Pileski, took 27 points for his win in the Senior B Class, while Doc Kavanagh dropped 35 points to place first in the Super Senior Class.

Results

EX: 1. Raymond Peters (5); 2. Mike Komer (32); 3. Keith Winters (56); 4. George Brinkwart (60); 5. Bryan Benjamin (89).
ADV: 1. Jonah Leon (30); 2. David A. Reed (32); 3. David M. Reed (41); 4. Regan Faught (49); 5. Fred Wood (79).
INT: 1. Noah Leon (13); 2. David Knapp (30); 3. Dana Guest (40); 4. Tom Wenban (44); 5. Robert Brown (56).
SR A: 1. Laverne Bowen (16); 2. Charlie Camin (23); 3. John Jelliff (45); 4. Stephen Fedorka (54); 5. Denny Edler (59).
NOV: 1. Alan Williams (30); 2. Patrick Brown (32); 3. Brian Clapper (36); 4. Brian Kavanagh (37); 5. Russell Brown (45).
SR B: 1. John J. Pileski (27); 2. Gary Brogdale (55).
S/SR: 1. Doc Kavanagh (35); 2. John Knapp (43); 3. Bernie Caron (80).
ROOKIE: 1. Ashley Steele (28); 2. Claude Steele (40); 3. Daniel Benjamin (55); 4. John Jelliff Jr. (66); 5. Joshua Benjamin (69).

Roberts corrals Hog Pen MX

By Mike Williams

CAIRO, GA, JULY 9
The dynamic, dicing duo of Cleve Roberts and Fortson Rumble were at it again with Roberts coming out the victor in the 250 C class at south Georgia's Hog Pen Motocross.

Roberts recently took delivery of a new Honda of Troy CR250, and it appeared to suit him well as he spent moto one studying the lines of first-place finisher Rumble. Moto two saw Roberts put the hammer down for a solid moto win ahead of Jamie Joiner, with Rumble lurking in third. Moto-one front-runner Brent Dean took a hard fall over the new extra-long tabletop, but luckily was able to leave the scene under his own power.

The beginner classes had a pair of quick learners as Jeff Rodgers dished out a double-moto sweep in the 125cc class and Cory Miles did likewise in the 250cc class.

The 125cc Unlimited class saw a new competitor as Bay Honda/Pro Circuit/Parts Unlimited-supported Kevin Knight parked his more familiar CR250 and climbed aboard a CR125. Knight showed the crowd he can go fast on any size bike as he came through the pack in both motos to notch a double-moto sweep over Nick Morris and Bryan Sapp.

Results

125 U/L: 1. Kevin Knight (Hon); 2. Nick Morris (Kaw); 3. Bryan Sapp (Hon).
125 C: 1. Eric Parham (Hon); 2. Garrett Pyles (Suz); 3. Jerry Merritt (Kaw); 4. Brian Kelley (Hon); 5. Bryan Woods (Kaw).
125 BEG: 1. Jeff Rodgers (Kaw); 2. Jeff Wilkinson (Kaw); 3. Tony Kelley (Hon); 4. Russell Chester (Suz).
250 B: 1. Mike Williams (Hon); 2. Jack Gill (Hon); 3. Ron Harrison (Yam); 4. Phillip Wilkinson (Kaw); 5. John Mitchell (Yam).
250 C: 1. Cleve Roberts (Hon); 2. Fortson Rumble (Hon); 3. James Farr (Yam); 4. Marc Pettit (Yam); 5. John Cain (Kaw).
250 BEG: 1. Cory Miles (Hon); 2. Wendell Odom (Kaw); 3. Odell Griffin (Kaw); 4. Mark Clark (Kaw); 5. Len Williams (Hon).
30+: 1. Mike Williams (Hon); 2. Jeff Davis (Kaw); 3. Fortson Rumble (Hon); 4. James Farr (Yam); 5. Cleve Roberts (Hon).
MONEY: 1. Bryan Sapp (Hon); 2. Kevin Knight (Hon); 3. Lester Nedbetter (Hon); 4. Homer Woolmaker (Kaw); 5. Jack Gill (Hon).

Murphy masters Thurston County Short Track

By Clay Light

MCCLEARY, WA, JULY 23
Best-known for his motocross skills, local rider Buck Murphy quieted the skeptics by mastering two classes during AMA District 27 short track racing action at Thurston County ORV park. Murphy won the Open and 30+ Open A mains to join 50cc Senior and Modified winner Andy Fay and 60 and 80cc A winner Chris Waite as the dominators of the day.

Waite has gone wild of late, winning the past several events here at the Steve Hyson-promoted, smooth-as-glass facility. Today was no exception as Waite fended off archrival Kevin Bunger to win the 60cc A main.

Waite came back three races later to also command the 80cc A class. Fellow Honda rider Scooter Vernon has been a thorn in Waite's side, but couldn't catch Waite in the main event. Vernon held off Kyle Bunger's advances to take home second place. Fourth place went to Scott Houseman, who barely held off challenger Sean Light for the position. All on hand earned double AMA District 27 points.

Murphy's latest rampage came after a win in the highly competitive 30+ Open class, in which Honda-mounted Murphy sat the pole position after beating Jeff Holford in the heat race. The main was much the same, as the two Honda riders distanced themselves from the competition. Frank Mock finished third.

In the Open A main, Mock did all he could to vanquish Murphy but to no avail. Murphy held off all Mock's advances to cap off his double win.

After an already impressive season, Andy Fay again stole two wins from the competition. In the 50cc Modified class, Tony Owens and T.J. Hagman finished a distant second and third, respectively. Fay also flew out front of Tyler Goos and Eric Deboer in the 50cc Modified class. Deboer got around Goos for second.

Results

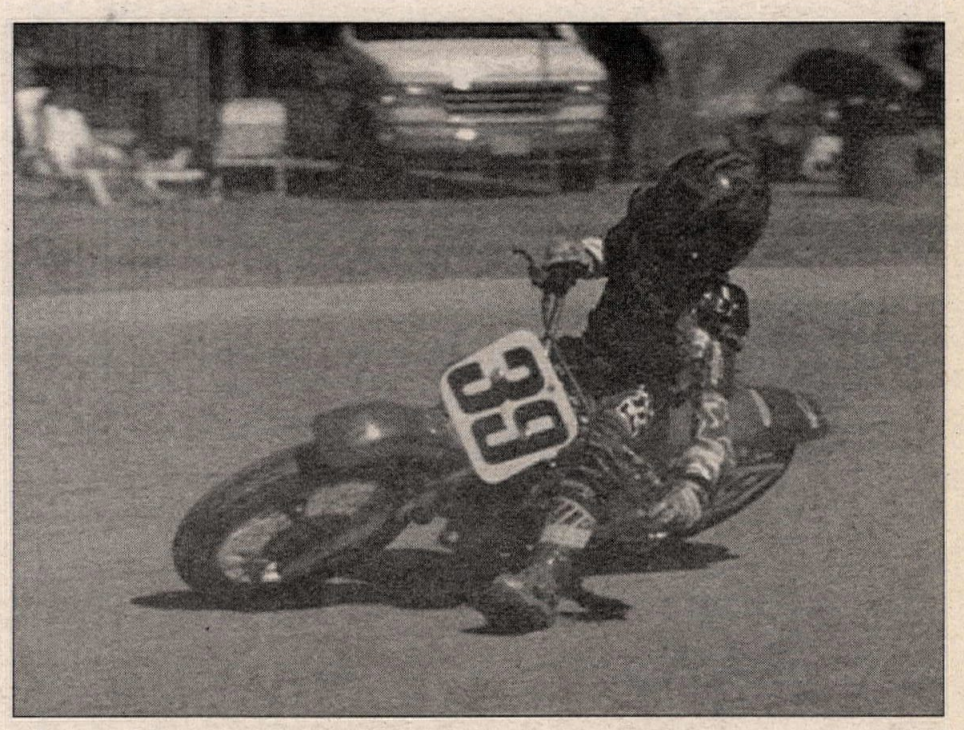
50 JR: 1. Matt Houseman; 2. Justin MacMillan; 3. Carter Mann; 4. Tyler Thompson.
50 SR: 1. Andy Fay; 2. Tony Ownes; 3. T.J. Hagman; 4. Cory Simpson; 5. Wess Church.
P/W: 1. Roby Haycock; 2. Chris Williams.
50 MOD: 1. Andy Fay; 2. Eric Deboer; 3. Tyler Goos.
60 A: 1. Chris Waite; 2. Kevin Bunger; 3. Eric Deboer; 4. Matt Bowling; 5. Wess Church.
80 A: 1. Chris Waite; 2. Scooter Vernon; 3. Kyle Bunger; 4. Scott Houseman; 5. Sean Light.
125 A: 1. Dan Adkins; 2. Steve Akin; 3. Chase Gilbert; 4. Robert Rosie; 5. Tyler Powell.
250 A: 1. Todd Hagmann; 2. James Kiser; 3. Terry Akin; 4. Billy Hagmann; 5. George Prindville.
30+ 250: 1. Robert Rosie; 2. Dennis Harvey.
40+ A: 1. Bill Fogg; 2. Tom Simpson; 3. Ron Predmore; 4. D. Chambers; 5. Mike Colyar.
VINT: 1. Ron Predmore; 2. Dana Johnson.
30+ OPEN: 1. Buck Murphy; 2. Jeff Holford; 3. Frank Mock; 4. Edwin Mock; 5. Ed Taylor.
SPDWY: 1. Seth Church; 2. Pat Hafey; 3. David Cobb.
OPEN A: 1. Buck Murphy; 2. Frank Mock; 3. Loren Dorsey; 4. Brian Schilt; 5. Ed Taylor.
PRO: 1. Christian Vernon; 2. Frank Marker; 3. Jeff Holford.

Brown, Beckham, Fajkus take double victories

By T.Q. Jones

BASTROP, TX, JULY 8
A record 166 competitors showed up at Lakeside Motosport Raceway to witness Cole Brown and Jack Beckham "double" for the second month in a row, as Jerry Fajkus swept the 250cc Intermediate and Over 25 classes to join the double-victory club.

Brown found himself in the middle of a 14-bike pack early in the first 125cc Open moto after Carter Schneider ran away with the early lead, but Brown quickly charged through the field to catch and pass both Schneider and Robert Tiemann for the first-moto win. Brown also took the second-moto victory, with Schneider finishing in second position and Tiemann earning third.



(Above) A dominant Chris Wait slid his way into first place in both the 60 and 80cc main events at Thurston County ORV Park's short track. (Right) Cole Brown soared to a pair of victories in the 125 Novice and Open classes at the Lakeside Motosport Raceway in Bastrop, Texas.

Brown took the lead in the first moto ahead of Brian Johnson and Jeffery Morris, but after Morris and three other riders crashed going into turn one, Brown found himself in fourth position. Brown made a pass for third position at the end of the second lap, then methodically attacked Johnson and Stevenson until Brown was back in the lead and had a clean ride to victory.

Tyler Larson won the first 250cc Intermediate moto, but crashed in the second moto. Larson's crash opened the door for Jerry Fajkus to win the second moto and take the overall 250 Intermediate win. Jack Beckham took both 250 Expert motos as well as both motos in 250cc and 500cc Open classes, while Jerry Fajkus dominated both Over 25 motos for his second win of the night.

Results

50: 1. Ryan Reuss (Yam); 2. Robert Yakesch (Hon); 3. Robbie Robbins (Yam); 4. Jake Beach (KTM); 5. Justin Kitchen (KTM).
60 JR: 1. Ryan Hoton (Kaw); 2. Jonathan Schneider (Kaw); 3. Robert Yakesch (Kaw); 4. Johnny McHenry (Kaw); 5. Justin Taylor (Kaw).
60 SR: 1. Waylon McCulloch (Kaw); 2. Kristi Myers (Kaw); 3. Zane Green (Kaw); 4. Stuart McHenry (Kaw); 5. Erica Cook (Kaw).
80 BEG: 1. Luke Atkison (Kaw); 2. Waylon McCulloch (Kaw); 3. Curtis Riley (Suz); 4. T.J. Tribe (Yam); 5. Zane Green (Kaw).
80 SR: 1. Brandon Beabout (Kaw); 2. Geoffrey Mayfield (Yam); 3. Bradley Myers (Kaw); 4. Mike Hays (Yam); 5. Jonathan Logan (Kaw).
80 OPEN: 1. Harley Murphy (Yam); 2. Luke Atkison (Kaw); 3. Geoffrey Mayfield (Yam); 4. Curtis Riley (Suz); 5. Waylon McCulloch (Kaw).
125 BEG: 1. Todd Bergdot (Suz); 2. Brent Henry (Kaw); 3. Daren Watts (Suz); 4. Lee Zimmerman; 5. Andy Boubel (Kaw).
125 SCHBY: 1. Aaron Hubbard (Hon); 2. B.J. Breeden (Kaw); 3. Andy Boubel (Kaw); 4. Shawn Hrabal (Hon).
125 NOV: 1. Cole Brown (Suz); 2. Brian Johnson (KTM); 3. Kris Stevenson (Kaw); 4. Ron Taylor (Kaw); 5. Brad Hienze (Kaw).
125 OPEN: 1. Cole Brown (Suz); 2. Carter Schneider (Hon); 3. Robert Tiemann (Hon); 4. Kris Stevenson (Kaw); 5. Brian Johnson (KTM).
250 BEG: 1. Jerry Roys (Yam); 2. Lee Zimmerman (Suz); 3. Brent Hewett (Kaw); 4. Darren Ward (Kaw); 5. Will Blackwell (Suz).
250 NOV: 1. Marty Law (Hon); 2. Brian Canion (KTM); 3. Shayne Brightwell (Hon); 4. Bobby Klimitchek (Hon); 5. Steve Whitley (Kaw).
250 INT: 1. Jerry Fajkus (Hon); 2. Tyler Larson (Yam); 3. Charley Keplinger (Hon).
250 EXP: 1. Jack Beckham (Hon); 2. Joey Moore (Suz); 3. Robert Tiemann (Kaw).
250 OPEN: 1. Jack Beckham; 2. Carter Schneider (Hon); 3. Will Kasson (Hus); 4. Keith McKenzie (Hon); 5. Charley Keplinger (Hon).
25+: 1. Jerry Fajkus (Hon); 2. Robert Hodde (Suz); 3. Tom Hudson (Kaw); 4. Andy Thompson (Hus); 5. Steve Whitley (Kaw).
30+: 1. Tom Hudson (Kaw); 2. John Middleton (Kaw); 3. Russell Chapman (Hon); 4. Keith McKenzie (Hon); 5. Andy Thompson (Hus).

Sheafer Wins Prairie City Showdown

By Ken Callahan

SACRAMENTO, CA, JULY 23
Kevin Sheafer won his second 80cc GP race in two appearances at round six of the NCMRRA Championship Series at Prairie City Raceway.

During the heat races, Sheafer established himself as the man to be reckoned with by executing remarkable holeshots and running away from the field. Hot on Sheafer's trail was Curtis Roberts, and the third member of the dominating threesome was Robert Oxford.

At the drop of the flag Sheafer catapulted his bike from his pole-position start, but was soon being pressured by Oxford, Roberts, and Roger Dowd. Oxford drove hard on the outside to take the lead into the first-turn horseshoe, Sheafer dropping into second with Roberts parked on his rear tire. Sheafer closed the gap on Oxford, passed him, and extended his lead to eight bike lengths ahead of the battle for second between Oxford and Roberts.

After showing Oxford a wheel on the inside going down the front straight, Roberts slipped around the outside for a gravity-defying dive around the horseshoe. Oxford recovered from the shock of Roberts' pass and didn't drop off the pace, but Roberts was on a mission as he launched his attack on Sheafer's lead and pulled clear of Oxford.

Roberts lost time after encountering lapped traffic, allowing Oxford an opportunity to close in but not to pass. Roberts closed within sight of Sheafer who also was slowed by lapped traffic, but Sheafer pulled away and again put a comfortable cushion between himself and Roberts. Sheafer claimed the checkered flag in his second trip to the top of the victory podium, Roberts took a second-place finish and Oxford wrapped up third. Jon Edwards and Mark Cozzens rounded out fourth and fifth place respectively.

Results

STK: 1. Tim Rush (Yam); 2. Ken Takeda (Yam); 3. Art Martinez (Yam); 4. Ted Durham (Yam).
S/SPRT: 1. Curtis Roberts (Yam); 2. Tim Rush (Yam); 3. Ken Takeda (Yam).
S/BK: 1. Curtis Roberts (Yam); 2. Jeff Greene (Yam); 3. Ken Takeda (Yam); 4. Tim Rush (Yam).
80cc GP: 1. Kevin Sheafer (Suz); 2. Curtis Roberts (Suz); 3. Robert Oxford (Suz); 4. Jon Edwards (Yam); 5. Mark Cozzens (Yam).
B/W: 1. Jeff Sheppard (Kaw); 2. Mark Cozzens (Hon); 3. James Switzer (Hon).
NOV STK: 1. Dan Merlino (Yam); 2. Sam Dorsey (Yam); 3. Sothira Pheng (Yam); 4. Michael Lynn (Yam); 5. Brian Lewis (Yam).

(Top) Allen Wenzel (28) leads eventual Sportsman 500 winner Bob Tull (86) at the Laguna Seca Vintage MX. (Above) Jacob Dombroski (341) grabs the first 250cc B-moto holeshot in front of Jason Baldwin (98) and Anthony Hill (79); Dombroski took the overall on 1-1 scores.

NOV S/SPRT/S/BK: 1. David George (Yam); 2. Troy Wing (Yam); 3. Eric Brown (Yam); 4. Mike Pierce (Yam); 5. Paul Varize (Yam).

NOV TROPHY DASH: 1. David George (Yam); 2. Geoff Eppes (Yam); 3. Mike Pierce (Yam); 4. Paul Varize (Yam); 5. Dean Townsend (Yam).

WMN: 1.Teresa McCarty (Yam); 2. Barbara Landry (Yam); 3. Renae Z'Berg (Yam); 4. Laura Douglas (Yam).

VET: 1. Mark Cozzens (Yam); 2. Ray Ruggles (Kaw); 3. Roger Dowd (Suz); 4. Jeff Sheppard (Kaw); 5. Michael Ellsworth (Yam).

JR: 1. David Potts (Yam); 2. Chris Siebenhaar (Yam); 3. Bobby Siebenhaar (Yam).

Benfield up at Birch Creek

By Jay and Sharon Hauser

DANVILLE, VA, JULY 23

Aaron Benfield turned up the heat to take top honors in the 125cc C division as round three of the HammerHead Pepsi Pro-Am Championship Series came rolling into Birch Creek Motosports park.

Brian Raynor blasted his Kawasaki out front in moto one to lead Michael Neal and Barry Shiver, with Benfield and Wayne Eller in tow. The fast-starting Raynor pulled away on the first lap but Shiver had displaced Neal for second and began putting pressure on the leader. Shiver bided his time until the third lap when he passed Raynor for the point position, while Neal took a hard spill on the front jumps and collected Eller's fifth-place bike.

Shiver went of for the moto win while Benfield worked his way through to take second. Donald Hayes took over the third spot as a result of the Neal/Eller spill with Raynor falling back to fourth over Suzuki-mounted Brandon Cline.

In the second moto, Benfield backed up his solid first-moto performance with a strong holeshot and would go basically unchallenged for the moto win. Although Benfield had his race worked out, there was plenty of dicing going on in his wake. Shiver and Hayes were back at it and battling hard for the runner-up spot. Shiver would prevail, but lost the overall to Benfield's second-moto win. Hayes crossed the line in third again to hold off Raynor, with Jay Brewin scoring a successful pass to take fifth.

Results

50 (4-6): 1. Matthew Pierson (LEM); 2. Dustin Smith (LEM); 3. Austin Cooper (Yam); 4. David Barber (KTM); 5. Brad Haar (Yam).

50 (7-8): 1. Tyler Shumate (Cob); 2. Binny Orrell (Cob); 3. David Mitchell (KTM); Buddy Biagi (KTM); 5. Billy Jones (LEM).

60: 1. Isha Wood (Kaw); 2. Phillip Ranker (Kaw); 3. Chase Shumate (Kaw); 4. Joshua Dexter (Kaw); 5. Jason Crisp (Kaw).

SR MINI: 1. Jered Black (Suz); 2. Bobby Ranker (Suz); 3. Josh Wood (Kaw); 4. Barry Carpenter (Hon); 5. Nick Warner (Suz).

S/MINI: 1. Jered Black (Suz); 2. Bobby Ranker (Suz); 3. Justin Gibbs (Kaw); 4. Barry Carpenter (Hon); 5. Ben Thompson (Kaw).

125 A: 1. Chad Newton (Suz); 2. Tilden Styron (Suz); 3. Shane Templeton (Suz); 4. Robert McWhorter (Hon); 5. Mike Eastwood (Kaw).

125 B: 1. Doug Neighbors (Hon); 2. Stoner Ross (Kaw); 3. Jacob Dombroski (Suz); 4. Myles Scarano (Suz); 5. Jeff Fields (Suz).

125 C: 1. Aaron Benfield (Kaw); 2. Barry Shiver (Kaw); 3. Donald Hayes (Kaw); 4. Brian Raynor (Kaw); 5. Brandon Cline (Suz).

125 D: 1. Robert Butterworth (Hon); 2. David Vaughn (Hon); 3. Michael Valdase; 4. George French (Hon); 5. Brent Poff (Suz).

250 A: 1. Robert McWhorter (Hon); 2. Tilden Styron (Suz); 3. Maul Shipley; 4. Kirk Johnson (Yam); 5. John Morfit (Hon).

250 B: 1. Jacob Dombroski (Suz); 2. Jason Baldwin (Hon); 3. Dustin Floyd (Suz); 4. Robert Talbott (Yam); 5. Paul Blackwelder (Hon).

250 C: 1. Neland McFarland (Kaw); 2. Kyle Richardson (Kaw); 3. Travis West (Hon); 4. Paul Hudgins (Hon); 5. Garrett Hodges (Kaw).

250 D: 1. Montie Orr (Hon); 2. Paige Caveness (Hon); 3. Randy Allen (Kaw); 4. Steve Perhack (Yam); 5. Rick Neland (Kaw).

25+ A: 1. Scott Shipley; 2. Mike Eastwood (Kaw); 3. John Morfit (Hon); 4. Robert McWhorter (Hon); 5. Kirk Johnson (Yam).

25+ B: 1. Doug Neighbors (Hon); 2. Ronnie Johnson (Hon); 3. Tim Mantotth (Hon); 4. Neland McFarland (Kaw); 5. Robert Talbott (Yam).

30+ A: 1. Sonny Mitchell (Kaw); 2. Jay Hauser; 3. Donnie Foster (Hon); 4. Brad Crouch (Yam); 5. John Monk (Yam).

35+: 1. Paul Mundt (Yam); 2. Denny Prilliman (Kaw); 3. Nick Allen (Hon); 4. Mark Smith (Suz); 5. Auman Parrish (Yam).

40+: 1. Sonny Mitchell (Kaw); 2. David Chaney (Hon); 3. Mike Bodenhamer (KTM); 4. John Barker (Yam).

U/L: 1. Myles Scarano (Suz); 2. Jason Baldwin (Hon); 3. Jeff Fields (Suz); 4. Gary Dinges (Hon); 5. Arron Benfield (Kaw).

OPEN AM: 1. Todd Marshall (Hon); 2. Stanley Puett (Hon); 3. Denny Prilliman (Kaw); 4. Kevin Rothrock (Hon); 5. Tom Haar (Hon).

Tull tops Monterey vintage MX

By Robin Ryan

MONTEREY, CA, JULY 16

Bob Tull kept his big Maico on the gas to take top honors in the Sportsman 500 Expert class at the AHRMA-sanctioned vintage motocross at Laguna Seca Raceway.

Cheney/BSA-mounted Allen Wenzel gave Tull a run for his money by taking the victory in the muddy first moto as Wenzell seemed to excel in the adverse conditions. In the second moto, a determined Tull pulled out all the stops and blasted to the win on a drying track, taking the overall victory by virtue of the tie breaker.

The Novice and Intermediate Women's classes provided some close racing action. Sarah Lightfoot, on a unique 125 Rickman Honda, placed second behind overall Novice winner Ellen Voermans. In the Intermediate class, CZ-mounted Deborah Poole traded moto wins with Wendy Mahan (440 Husky), with Mahan getting overall by virtue of her second-moto victory.

Kay Mann put her alloy-tanked BSA in competition with the men in both the Premier 500 II Novice and 50+ Novice classes. Mann took both moto wins in the Premier class over John Koch on his Rickman Matchless, and placed second overall to Suzuki TM-mounted George Humphreys in the 50+ Novice class.

Results

SPTSMN 125 INT: 1. Mark Arsenault (Hon); 2. Chris Motton.

PREM L/W II EXP: 1. Robert Poole (BSA).

PREM L/W II INT: 1. Peter Cruttenden (BSA); 2. Albert Gonzales (BSA); 3. John Ford (Tri).

PREM L/W II NOV: 1. Stepp Churchill (AJS).

ULT L/W II INT: 1. Harry Bellicitti (Hus); 2. Randy Pew (Bul); 3. Gerald Mauricio (Dkw); 4. Doyle Cook (Ric); 5. Richard Dominguez (Puc).

ULT L/W II NOV: 1. Mike Folena (Ric).

SPTSMN 500 EX: 1. Bob Tull (Mai); 2. Allen Wenzel (BSA); 3. Mark Roler (AJS).

SPTSMN 250 INT: 1. Dave Smith (Hus); 2. Armen Clawson (Mai); 3. Bryan Wenzel (Hus).

SPTSMN 500 EX: 1. Shannon Humpreys (Suz); 2. Jason Gonzalez (CZ); 3. Bill Leandro (Mai); 4. Paul Fonseca (Hon); 5. Ernie Starr (BSA).

SPTSMN 500 NOV: 1. Don Kelly (CZ); 2. J.C. Lynch (Hus).

40+ EX: 1. Mike Menesini (Hon); 2. Ron Melton (Oss); 3. Randy Lewis (Oss); 4. Robert Poole (BSA); 5. Bill West (Oss).

40+ NOV: 1. Dennis Moore (CZ); 2. Mike Falena (Hon); 3. Deborah Poole (CZ).

50+ NOV: 1. George Humphreys (Suz); 2. Kay Mann (BSA); 3. Steve Churchill (Hus); 4. Melvin Shapiro (Oss).

SPTSMN OPEN TW EX: 1. Rick Doughty (Tri); 2 Scott Dunlavey (Tri); 3. Norman Neumann (Tri).

SPTSMN OPEN TW INT: 1. Mike Van Lienden (BSA); 2. Ken Corpe (BSA); 3. Joel Seney (Tri); 4. Bob Marchbanks (Yam); 5. Myron Lapra (Tri).

SPTSMN 250 EX: 1. Randy Lewis (Oss); 2. Ron Melton (Oss).

SPTSMN 250 NOV: 1. Rick Rogers (Hon); 2. Jeff Snyder (Hon); 3. Curtis Dupriis (CZ); 4. David Kuns (Mai); 5. Henry Tavarez (Yam).

PREMIER 500 II EXP: 1. Mark Roler (AJS); 2. Dick Mann (Mon); 3. Mike Atkins (BSA); 4. Rick Doughty (Mon).

PREM 500 II INT: 1. J.D. Bramiet (BSA), 2. Doyle Cook (Ric).

PREM 500 II NOV: 1. Kay Mann (BSA); 2. John Koch (Mat); 3. Mike Lightfoot (Ric).

40+ INT: 1. Randy Pew (Bul); 2. Randi Perkins (Hon); 3. Johnny Stevens (Mai); 4. Bob Spicer (BSA); 5. Harry Bellicitti (CZ).

30+ EX: 1. Scott Dunlavey (Tri); 2. Rob Tull (Mai).

30+ INT: 1. Dave Smith (Hon); 2. Terry Repstad (Hus); 3. Clark Sumner (BSA); 4. Richard Yamane (BSA).

30+ NOV: 1. Jeff Snyder (Hon); 2. David Treen (Hon); 3. Curt Fournier (Hon); 4. Mike Benson (Oss).

PREM 500 EX: 1. Dick Mann (Mon); 2. Mike Atkins (BSA).

PREM 500 INT: 1. John Kock (Mat).

PREM OT EX: 1. Ken Corpe (BSA); 2. Danny Davies (BSA).

PREM OT INT: 1. Norm Shields (BSA); 2. Marsh Runyon (H-D).

WMN NOV: 1. Ellen Voermans (Hon); 2. Sara Lightfoot (Hon).

WMN INT: 1. Wendy Mahan (Hus); 2. Deborah Poole (CZ).

50+ INT: 1. Danny Smart (Hus); 2. George Cayssials (CZ); 3. Don Kelley (CZ); 4 Chick Bullwinkle (Mai); 5. Chuck Herron (BSA).

50+ EX: 1. Danny Davies (Tri); 2. Ernie Stair (BSA).

Rake gathers win at I-95 MX

By Mary Lou Brewton

HARDEEVILLE, SC, JULY 29

Adam Rake dominated the new Fast Boys class before a full grandstand of spectators at Hardeeville's I-95 MX facility.

Rake, a Floridian who has been using the I-95 track as his home track in preparation for the upcoming Loretta Lynn Nationals in Hurricane Mills, Tennessee, took the win by topping both motos aboard his Honda. Howard Meador and Jason Langley took second and third overall, respectively. Rake also went on to take the gold in the 15-24 class.

Roger Cowart won the 125-250cc Beginner class with a clean sweep aboard his Kawasaki. Veteran rider John Boaen brought his Suzuki home second overall with 3-3 moto scores, and Jim Rexroat was third overall via 5-2 finishes.

Kevin Holton won the four-rider Pee Wee class.

Results

FAST BOYS: 1. Adam Rake (Hon); 2. Howard Meador (Suz); 3. Jason Langley (Hon).

P/W: 1. Kevin Holton (Yam); 2. Wyman Bales (KTM); 3. Ricky Roper Jr. (Yam); 4. Justin Haupricht (Yam).

15-24: 1. Adam Rake (Hon); 2. Trey Yonce (Kaw); 3. Howard Meador (Suz); 4. Ivan Haynes (Suz); 5. Jason Langley (Suz).

S/MINI: 1. Stephen Houseman (Kaw).

80 (7-11): 1. Wade Westmoreland (Kaw).

125-250 BEG: 1. Roger Cowart (Kaw); 2. John Boaen (Suz); 3. Jim Rexroat (Suz); 4. Ivan Haynes (Suz); 5. Ron Brinson.

250 B: 1. Stuart English (Hon); 2. Richard Sawyer (Kaw).

250 C: 1. Dean Dixon (Hon); 2. Bobby Webber (Hon); 3. Robbie Machoa (Hon).

30+: 1. Dennis Sidener (Hon); 2. Boo Harrell (Kaw); 3. Mark Payne (Hon); 4. Robert Payne (Hon); 5. Stuart English (Hon).

40+: 1. John Tripp.

Healey hot at Wild West SX

By Ron Duncombe

POCATELLO, ID, JULY 15

Velvetouch/Honda-backed Mike Healey dominated round four of the Wild West Nationals Supercross at the Bannock County Fairgrounds before the cameras of the Prime Sports Network, which was on hand to film the event.

Steve Liedberg roosted to the front of the field in the first 125cc Pro moto with Ty Birdwell, Marlo Painter and Healey in tow. Halfway through lap one, Healey slipped in a rutted right-hander and took Painter down with him. Meanwhile, Liedberg and Birdwell were putting on a show up front as Birdwell was looking for a way around, but Leidberg was having none of it and pulled out a small lead on lap three.

Meanwhile, Healey was cutting through the field fast and was soon putting pressure on Birdwell for second. Birdwell fell over in the back section and gave Healey second. Up front, Liedberg had an eight-second lead on Healey, but that lead dwindled to about three seconds at the finish. Liedberg took the win followed by Healey, Birdwell and Robb Floth.

The second moto saw another holeshot by Liedberg with Healey, Painter and Birdwell in tow. Healey wasted little time in passing Liedberg in lap two and never looked back as he took the moto and overall wins. Liedberg finished second for second overall, and Birdwell finished third, for third overall.

Healey dominated the field with ease in the 250cc Pro action while Painter took second overall ahead of Birdwell. Healey also topped the 0-25 Pro class.

Results

125 PRO: 1. Mike Healey; 2. Steve Liedberg; 3. Ty Birdwell.

250 PRO: 1. Mike Healey; 2. Marlo Painter; 3. Ty Birdwell.

0-25 PRO: 1. Mike Healey; 2. Eric Hilton; 3. Brad Bolton.

Wickham turns up the heat at Starwest Motocross

By David A. Procida

MORENO VALLEY, CA, JULY 29

With double points being awarded for tonight's third round of the Shoei Helmet/Oakley Goggle Give-away Series, Richard Wickham, who has had a run of bad luck the last couple of weeks, made the most of tonight's extra points by winning both motos of the 125cc Beginner class at the Starwest Supercross Park.

After all but running away from the competition in the first moto, Wickham grabbed the holeshot in moto two and was never headed. Brian Meirowski held off the charges of all comers defending second place in both motos with Justin Murray getting by Justin Gutierrez for third in moto one, only to have Gutierrez storm by in moto two for third overall.

In the 125cc Novice ranks, the hard-luck award went to the class points leader, Neil Alonzo, who could do no better than fifth in the first moto but stormed out to a commanding lead in the final moto and held on for the win. As bad as it sounded, Alonzo's 5-1 was enough to hold onto second, but it was Chad DeFries who took home the trophy as well as extra series points, with a 1-2 set of motos. Jose Polasek and Josh Cavanaugh swapped third- and fourth-place finishes with Polasek edging out the latter with a second-moto third.

In the 80cc Beginner class, Rod Hambly and Cody Knauss swapped moto wins but it was Hamby's second-moto win that gave him the nod for the overall. Not that Knauss didn't try; the Kawasaki rider was all over Hamby from the beginning of the race to the checkered flag. Hambly refused to let lappers stand in his way as he kept one eye on the slower riders and the other on Knauss, holding off a last-lap charge that almost succeeded. Sean O'Conner and Wesley Clark had a battle of their own going on in both motos with O'Conner holding on for third, while Chris Paulson claimed fifth behind Clark.

Results

Pee Wee Track

STK A: 1. Justin Workman (Yam).

STK B: 1. Steven Brewis (Yam); 2. Sean Borkenhagen (KTM); 3. Michael Perry (KTM); 4. Sean Coleman (KTM); 5. Brandon Million (KTM).

BEG STK (4-6): 1. David Hough (LEM); 2, Cody Longnecker (KTM); 3. Travis Christensen (Yam); 4. Gabriel Amparan (KTM); 5. Kahn Goodsite (KTM).

BEG STK (7-8): 1. Mikal Overman (Yam); 2. Travis Kinkade (KTM).

MOD BEG (4-8): 1. Travis Christensen (Yam).

MOD A: 1. Justin Workman (Yam).

MOD B: 1. Brandon Million (KTM); 2. Sean Borkenhagen; 3. Steven Brewis (Yam).

STRTR (4-6): 1. Bobby Hesse (Yam); 2. Charlie Hale (KTM).

Supercross Track

50 (4-6): 1. Cody Longnecker (KTM).

50 (7-8): 1. Justin Workman (Yam); 2. Sean Borkenhagen (KTM); 3. Sean Coleman (Yam).

50 (7-8) MOD: 1. Jeff Loop (Yam).

60 (6-8): 1. Jeff Loop (Kaw).

80 BEG: 1. Rod Hamby (Suz); 2. Cody Krauss (Kaw); 3. Sean O'Conner (Yam); 4. Wesley Clark (Hon); 5. Chris Paulson (Yam).

80 (0-11): 1. Travis Bemis (Suz); 2. Jake Stavana (Suz); 3. Brandon Staddan (Suz).

80 (14-16): 1. Danny Carlson (Hon).

WMN: 1. Shannon O'Connor (Hon).

125 BEG: 1. Richard Wickham (Suz); 2. Brian Meirowsky (Kaw); 3. Justin Gutierrez (Yam); 4. Justin Murray (Suz); 5. David Hutchison (Kaw).

125 NOV: 1. Chad DeFries (Yam); 2. Neil Alonzo (Kaw); 3. Jose Polasek (Hon); 4. Josh Cavanaugh (Hon); 5. Billy Lavorci (Hon).

125 INT: 1. Mike Cinqmars (Hon).

125 PRO: 1. Jimmy Lavorci (Yam).

250 BEG: 1. Chris Ladely (Yam); 2. Mike Wagner (Hon).

500 BEG: 1. Tom Bell (Kaw).

25 +NOV: 1. John Tumer (Suz); 2. John Pack (Yam).

30+ BEG: 1. Mike Goldsby (Suz); 2. John Pindard (Hon).

30+ NOV: 1. Mike Carr (Hon); 2. Jon Thomas (Hon).

30+ INT: 1. Ronnie Braun (Hon).

30+ EX: 1. Lee Ramage (Kaw).

40+ NOV: 1. Jim Lavorci (Kaw); 2. Nick Campion (Yam).

Healey again in Wild West Supercross Series

By Ron Duncombe

RUPERT, ID, JULY 22

Mike Healey continued his reign of terror at round five of the Wild West Nationals at the Ruper County Fairgrounds as he swept all three Pro classes once again.

The first 125cc Pro moto got underway with Idaho's Robb Floth grabbing the holeshot to lead Healey, Ty Birdwell and Kevin O'Neal. Healey then shot by Floth for the lead, as did Birdwell. Floth had more trouble with James Hendrickson and Steve Leidberg, as both got by on lap three of the 12-lap race. Leidberg charged past Hendrickson and closed up on Birdwell, but ran out of time and had to settle for third. Healey took the win some seven seconds ahead of Birdwell, who was followed closely by Liedberg, Floth and Hendrickson.

The second moto started with Liedberg gaining the holeshot, followed by local rider Ken Oliver and Healey. Healey then passed Oliver and took off after Liedberg. On lap three, Healey passed Liedberg in the 100-yard whoop section, but Liedberg didn't give up easily as he kept Healey in sight for five laps. Healey then pulled away for another overall win followed by Liedberg, Oliver, Floth and Jason Rich.

Results

125 PRO: 1. Mike Healey; 2. Steve Liedberg; 3. Robb Floth.

250 PRO: 1. Mike Healey; 2. Ty Birdwell; 3. Eric Hilton.

0-25 PRO: 1. Mike Healey; 2. Eric Hilton; 3. Brad Bolton.

Silverthorn ageless at Carlsbad Vintage Motocross

By Donald McGregor

CARLSBAD, CA, JULY 29

Motocross racing legend Bill Siverthorn came out of retirement at Carlsbad raceway today, and with the same talent used to battle the Europeans in the 1960s, put on an incredible show for the vintage motocross fans.

At an age when most people are thinking retirement, Silverthorn borrowed a beautiful Husqvarna and came out to play with the AHRMA locals, in the process winning the 50+ Expert class with two very convincing wins.

Using Carlsbad's infamous GP track, the men and boys of AHRMA's summer series were quickly separated. In the former category was Scott Burnworth, who ran away and hid from the Sportsman 250cc Expert pack in moto one. With an aggressive supercross style, Burnworth looked to be a shoo-in to win moto two. But his second moto holeshot ended with a stalled bike in turn three, allowing the entire field a half-lap advantage. By lap three, Burnworth began picking off riders at will, clawing his way back into the lead for the overall win.

In the 30+ Novice class, Husky-mounted Don Meiner had trouble shaking the Bultaco-mounted Rick Yelkin. Moto one found Meiner working his way up to second with the pesky Yelkin following his every move for third. In moto two, Meiner, determined to get away from Yelkin, kicked out the stops and rode faster than any Novice on the track, moving all the way to first. As the laps clicked by, Yelkin remained locked to Meiner's back wheel, finishing second, for a well-earned second overall.

While the day's racing was close, fun and exciting, the best example of sportsmanship happened after the last race of the day. To help a rider recently hospitalized from a racing injury, promotor John LeFevre donated a vintage Maico to be raffled off, with all proceeds going directly to the rider. Without hesitation, checkbooks came flying out from all in attendance, showing once again that motorcyclists are some of the best people around.

Results

125 SPTSMN INT: 1. Mark Arsenault (Hon); 2. Lee Fabry (Yam).

125 SPTSMN EX: 1. Mark Brooks (Hon); 2. Norm Bigelow (Hon).

250 SPTSMN NOV: 1. Rick Yelkin (Bul); 2. Gene Fetty (Hus); 3. Don Reese (Hon); 4. Chuck DeRan (Yam).

250 SPTSMN INT: 1. Ed Lowenberg (Bul); 2. Rick Price (Mai).

250 SPTSMN EXP: 1. Scott Burnworth (Hon); 2. David Fisher (Oss).

500 SPTSMN NOV: 1. Dave Scourfield (CZ); 2. Bruce Gregory (Tri).

500 SPTSMN INT: 1. Ed Lowenberg (Bul); 2. Harry Backer (Suz); 3. Gary Egloff (Hus).

500 SPTSMN EXP: 1. Greg Carter (Mai); 2. Tom Moen (Pen).

30+ NOV: 1. Don Meiner (Hus); 2. Rich Yelkin (Bul); 3. Jamie Fetty (Hus).

30+ INT: 1. Rick Price (Mai); 2. Darrell Little (Hon); 3. Harry Backer (Suz).

30+ EXP: 1. Scott Burnworth (Hon); 2. David Fisher (Oss); 3. Mark Brooks (Hon).

40+ NOV: 1. Don Meiner (Hus); 2. Steve Sabin (Mon); 3. Steve Heck (Hus).

40+ INT: 1. Charlie Beck (Mai); 2. Keith Petrangelo (BSA.); 3. Brian Benson (Yam); 4. Bob Spicer (BSA).

40+ EXP: 1. Hugh Biacka (Hon).

50+ NOV: 1. Paul Elmore (BSA).

50+ INT: 1. John Huegel (Yam); 2. Mike Harper (Hus).

50+ EXP: 1. Bill Silverthorn (Hus).

60+ NOV: 1. Norm Blackmer (Kaw).

PREM UL/W 125 NOV: 1. Don McGregor (Pen).

PREM UL/W 125 INT: 1. Ron Renzulli (CZ).

PREM UL/W 125 EX: 1. Mike Owens (Hus).

PREM UL/W II INT: 1. Lee Fabry (CCM).

PREM UL/WL II EX: 1. Mike Owens (Hus).

PREM 500 INT: 1. John Hoegel (Ind)

PREM 500 II NOV: 1. Verne Elmore (Ric).

PREM 500 II INT: 1. Gary Egloff (Hus).

PREM OPEN TW NOV: 1. Verne Elmore (Tri).

BMBR: 1. Lee Holth (CZ); 2. Chuck Hoagan (Mai); 3. Eric Cook (Mai).

Walker runs Road Atlanta MX

By Barbara Williams

BRASELTON, GA, JULY 22

Kevin Walker turned up the heat at Road Atlanta MX with four perfect motos to take the 125 and 250cc A-class wins. Walker's trip from Kingsport, Tennessee, earned him $850 of a $3000 purse, but he had to work a little for it as nearly 250 riders came to Road Atlanta MX for the facility's fourth race of the 1995 season. Weeks of scorching sun and very little rain had left the circuit dry and dusty, but a brief shower in the later motos slightly improved the situation.

Brian Manly took the holeshot in the first round of the 250cc A competition.

While Walker was able to get around Manly, he never got more than a couple of bike lengths ahead of the Florida veteran. Flying into the last turn, Manly braked just a bit later than Walker, intending to stuff him into the corner. Walker was ready, though, and took swift action to avoid becoming a berm. The two Yamahas drag-raced up the long hill to the finish-line jump, and Walker took the flag inches ahead of Manly.

Just heartbeats away from the front-runners were Paul Currie of Team Green, Adam Humphrey from Georgia, and Cernic's/Tecnosel-backed Billy Liles. Suzuki of Gastonia's Jim Chester had been in the thick of things, but an early fall left him clawing his way to a mid-pack finish.

The second moto was Walker's turn to grab the holeshot from Manly, with Currie, Chester and David Dishman following. When the race threatened to become routine, Liles livened it up with a spectacular first-turn crash, raising a dust cloud of impressive proportion. As Walker, Manly and Currie battled for the top positions, the indomitable Liles remounted in last place and furiously fought his way to fifth. Just as he seemed poised to steal fourth from Chester, Liles took another tumble and his chance to catch Chester evaporated like water off the sun-baked track.

Results

50 (4-6): 1. Daniel Lyautey (KTM); 2. Brandon Large (LEM); 3. Christopher Sermonet (Yam); 4. Richard Hall (KTM); 5. Jordan Pittman (KTM).

50 (7-8): 1. Auston Albers (LEM); 2. Joshua Davis (Hon); 3. Andy O'Reilly (Yam); 4. Jeff Creasy (Yam); 5. Cody King (LEM).

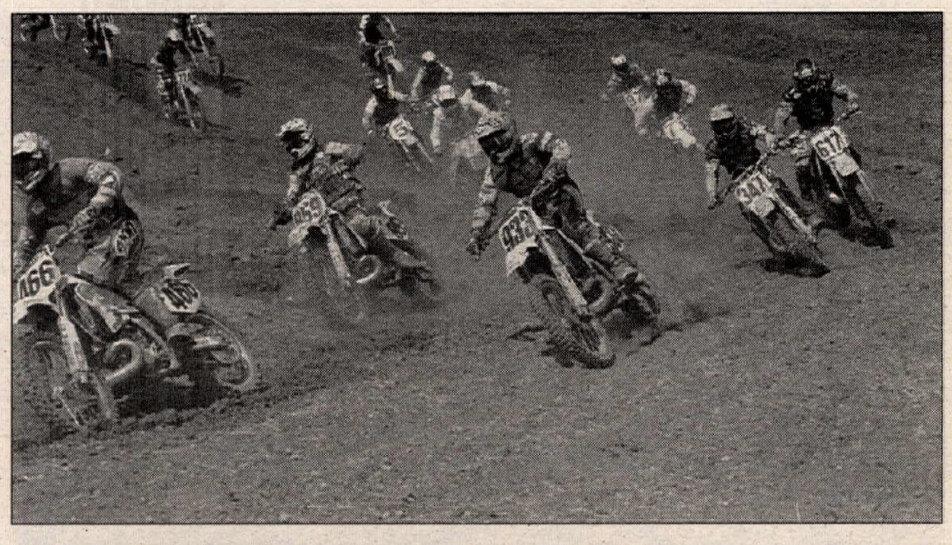
60 1. Luke Bonzendahl (Kaw); 2. Thomas Lee (Kaw); 3. Joshua Davis (Kaw); 4. Joshua Mathis (Yam); 5. Jonathan Otwell (Kaw).

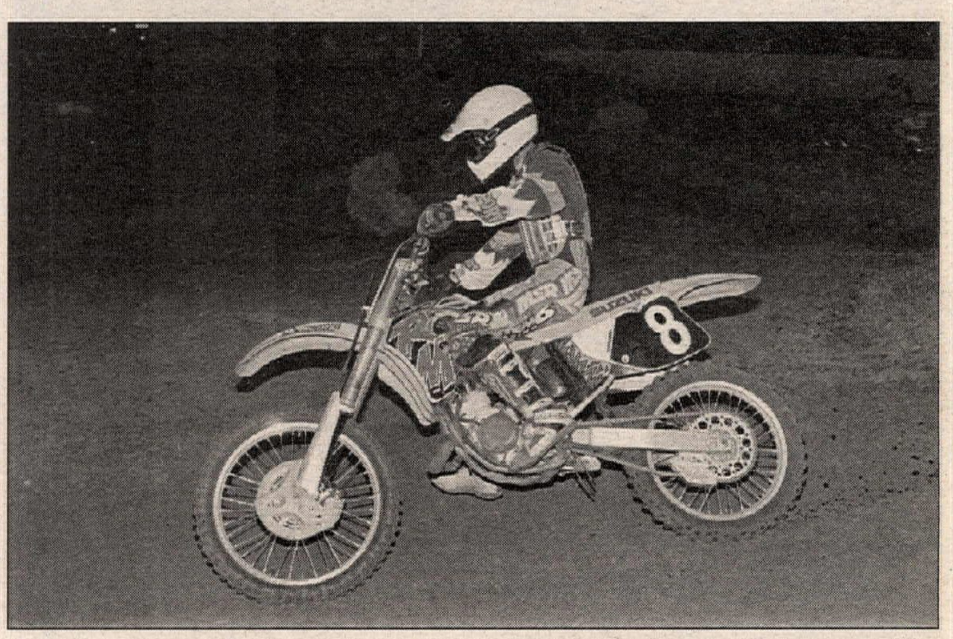
WMN: 1. Jessica Patterson (Kaw).

80 D: 1. Marty Smith (Suz); 2. Justin Muntz (Hon); 3. Lee Newmith (Hon); 4. Zach Carmel (Hon); 5. Chad Winkler (Yam).

JR MINI: 1. Jessica Patterson (Kaw); 2. Craig Childs (Kaw); 3. Luke Bunzendahl (Hon); 4. Thomas Lee (Kaw).

SR MINI: 1. Josh Whitmire (Yam); 2. Michael Crawford (Yam); 3. Marty Smith (Suz); 4. Lance Hamrick (Suz); 5. Danny Smith (Hon).





(Top) Eventual winner Kevin Walker (859) dices with Brian Manley (466) and Chris Craft (933) in 250cc A racing at the Road Atlanta MX track. (Below) Jason Crow powers his way to two moto wins and an overall victory at the Mosier Valley MX.

SCHBY: 1. Tey Boykin (Hon); 2. Josh Whitmire (Yam); 3. Marty Smith (Suz); 4. Jake Hamlin (Suz); 5. Josh Gary (Kaw).

125 A: 1. Kevin Walker (Yam); 2. Paul Currie (Kaw); 3. Scott Pinson (Suz); 4. Chris Craft (Yam); 5. Robby Bargstedt (Kaw).

125 B: 1. Jeff Giese (Suz); 2. Anthony D'Amico (Suz); 3. Kevin Cagle (Hon); 4. John Upton (Kaw); 5. Trey Boykin (Hon).

125 C: 1. Paul Firnschild (Suz); 2. Paul Bellanca (Hon); 3. Terry Shave (Hon); 4. Sam Karros (Hon); 5. Sam Linton (Hon).

125 D: 1. Lee Jones (Suz); 2. Josh Gary (Kaw); 3. Brett Pittman (Yam); 4. Jake Hamlin (Suz); 5. Tim Freeman (Yam).

250 A: 1. Kevin Walker (Yam); 2. Brian Manly (Yam); 3. Paul Currie (Kaw); 4. William Liels (Suz); 5. Jim Chester (Suz).

250 B: 1. Davy Duprel (Kaw); 2. Kevin Cable (Hon); 3. Jeff Giese (Suz); 4. Phillip Hayes (Suz); 5. Chris Riggins (Kaw).

250 C: 1. Franklin Ramey (KTM); 2. James Brown (Hon); 3. Robert Nearn (Kaw); 4. James Patterson (Kaw); 5. David Carr (Kaw).

250 D: 1. Brett Pittman (Yam); 2. Lee Jones (Suz); 3. Chris Ponder (Suz); 4. Robert Baker (Hon); 5. Zack Tatum (Yam).

25+ A: 1. Darryl Heisler (Hon); 2. Jon Krieger (Kaw); 3. Robby Bargstedt (Kaw).

25+ B: 1. Davy Duprel (Kaw); 2. Stephen Hackler (Kaw).

25+ C: 1. Michael Bo Cobb (Yam); 2. Larry Dean Mitchell (Suz); 3. Terry Shave (Hon); 4. Mark Jugel (Hon); 5. Mark Palmisano (Kaw).

30+ A: 1. Darryl Heisler (Hon); 2. Stephen Bobic (Suz).

30+ B: 1. Steve Saunders (Hon); 2. Denny Clark (Kaw); 3. Joseph Wolfe (Hon); 4. Jim Creasy (Hon); 5. Bill Darley (Kaw).

30+ C: 1. Michael Bo Cobb (Yam); 2. Paul Firnschild (Suz); 3. Gary Gill (Kaw); 4. Paul Bellanca (Hon); 5. J.T. Gordy (Hon).

40+ 1. Charles Thompson (Hon); 2. Dal Deaton (KTM); 3. Shorty Goode (Suz); 4. Gary Crowe (Hon).

U/L AM: 1. Paul Bellanca (Hon); 2. Sam Linton (Hon); 3. David Crawford (Yam); 4. James Patterson (Kaw); 5. Gary Watkins (Hon).

VINT: 1. Ed Garlin (C-A); 2. Matt Kretschmer (Hon); 3. Dave Kaufman (AJS); 4. Richard Taylor (Hon).

Crow cleans house at Mosier Valley Motocross

By Chris Boice

ARLINGTON, TX, JULY 24

Suzuki-mounted Jason Crow came away victorious in the 125 beginner class at Mosier Valley's Friday-night MX, easily winning both motos against a 16-rider field.

John Brown powered to the holeshot in the first moto, but close behind were Crow and Mack McDonald. Crow put the pressure on Brown, and by the time the pack crossed the finish-line jump on the first lap, Crow had passed for the lead.

McDonald stuck a wheel underneath Brown, causing Brown to crash and remount in last place. Greg Pippin closed to within a wheel length of second-place McDonald, but was not able to find a way around him. At the finish it was Crow with the win by 10 seconds, followed by McDonald and Pippin.

Crow grabbed the early lead in the second moto with McDonald and Brody Veal in tow, displaying his dominance of the beginner class by pulling out another 10-second lead. McDonald, Veal and Pippin started banging handlebars on the second lap, but McDonald, a great defensive rider, was able to thwart the pass efforts made by Veal. On the fourth lap, Pippin found a way around both riders to capture the runner-up spot. Veal tried to get around McDonald, but the two riders tangled and went down. Trent Swank inherited third place, and at the finish it was Crow with another moto win and the overall victory. Pippin's 3-2 moto finishes earned him second overall, while Swank's 5-3 moto scores netted him third overall.

Results

50 STK: 1. C.T. Dickey (KTM); 2. Michelle Marella (KTM); 3. Troy Flores (KTM).

60: 1. Brad Wolfe (Kaw); 2. Drew Hanks (Kaw); 3. Quinn Hanis (Kaw).

80 BEG: 1. Chad Davis (Kaw); 2. Matt Foster (Suz); 3. Nathan Eads (Kaw).

80 JR: 1. Robby Shinn (Kaw); 2. McFly Scheel (Suz); 3. Joe Bailey (Kaw).

80 SR: 1. B.J. Bamhart (Yam); 2. Bryan Piccirelli (Kaw); 3. Mike Marella (Kaw).

80 OPEN: 1. Robby Shinn (Kaw); 2. Bryan Piccirelli (Kaw); 3. B.J. Bamhart (Yam).

125 BEG: 1. Jason Crow (Suz); 2. Greg Pippin (Suz); 3. Trent Swank (Hon).

125 NOV: 1. Coby Owen (Suz); 2. Scott Scholting (Suz); 3. Boy-Boy Scheel (Suz).

125 OPEN: 1. Scott Scholting (Suz); 2. Boy-Boy Scheel (Suz); 3. Ryan Bonhard (Hon).

250 BEG: 1. Randy Malone (Hon); 2. Jay Bayles (Kaw); 3. Steve Manning (Kaw).

250 NOV: 1. David Papi (Hon); 2. Zakk Stein (Kaw); 3. Stacey Hunter (Kaw)

250 OPEN: 1. Bryan Petton (Kaw); 2. Justin Stevens (Kaw).

COMB INT: 1. Jesus Marquez (Kaw).

COMB EX: 1. Robert Densford (Yam); 2. Cody Wilks (Kaw).

25+: 1. Chris Boice (Kaw): 2. Russ Clark (KTM); 3. Troy Fitzpatrick (Kaw).

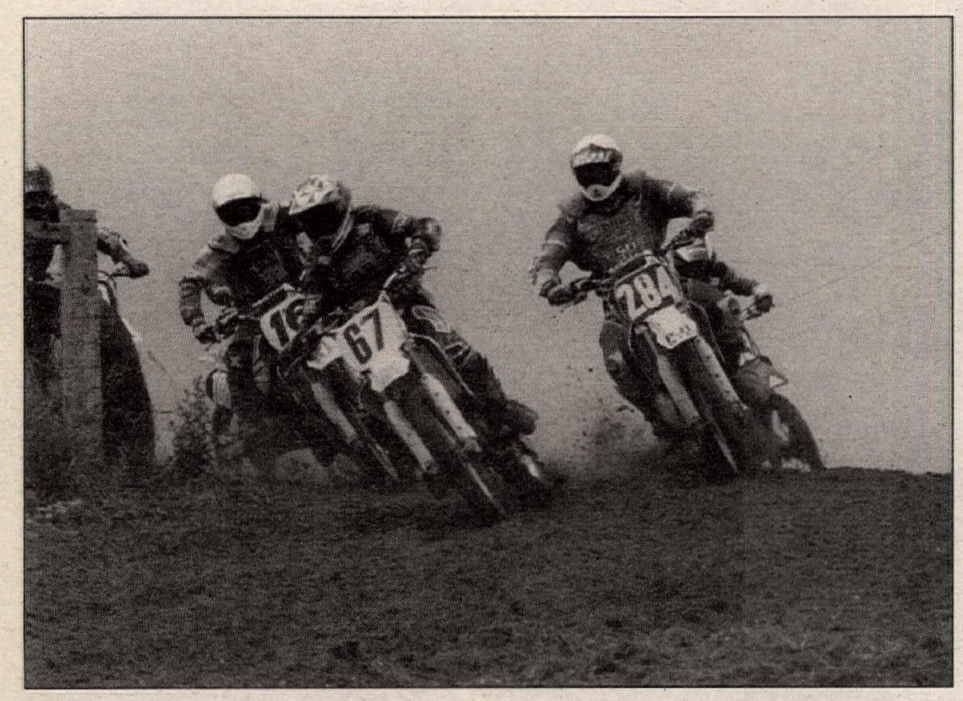
30+: 1. Stacey Smith (Yam); 2. Steven Chappell (Kaw); 3. Danny Lurye (Hon).

Foley doubles Dade City MX

By Kyle Myers

DADE CITY, FL, JULY 23

Team Green rider Kevin Foley kept his cool in the face of stiff competition to take a dramatic four-moto sweep, nabbing victories in both the 25+ and 30+ classes at round 15 of the Florida Motocross series held at Dade City Raceway.



(Top) Shelly Kann (67) leads Rob Kendall (284) and Garrett McLaughlin in 125cc B action at the Hurricane Hills MX. (Left) Lee Ramage (77) turned in an Over 30 Expert-class victory during round two of the Starwest-hosted Shoei/Oakley Goggle Series in Moreno Valley, California.

In the first 25+ moto, Billy Wood led the field into turn one with Jeff Lampe, Foley, Willis Brock and Andrew Doiron following. The leading trio quickly pulled away from the pack and began a race of their own with Lampe and Foley able to pass Wood on lap two.

Cycle Rider-backed Lampe handled the pressure of Foley's passing attempts until the white-flag lap. Then, as the pair traversed the sandy section of the course for the final time, Lampe finally succumbed to the pressure, crashing and letting Foley slip by for the win. Lampe remounted to finish second over Brock, Doiron and Wood.

In moto two, Lampe took the early lead with Foley, Wood, Brock and Doiron giving chase. Lampe's lead only lasted half a lap, as a rider from the first gate crashed in his path, forcing him to the outside of the corner. Foley saw his opportunity to shoot to the inside and take the lead on the corner exit to win the race. Lampe was the runner-up, followed by Wood, Brock and Doiron.

Foley returned for the Over 30 racing and battled to the end with Wood in both motos, ultimately taking the overall on the second-moto tie breaker after trading wins with Wood. Mark Bazinet, Leo Jones and Les Evans rounded out the top five, respectively.

Results

P/W (4-6): 1. Ricky Renner (KTM); 2. Sara Hampshire (LEM); 3. Colton Winebrenner (Yam); 4. Ryan Fraser (KTM); 5. Robby Renner (Yam).

P/W (7-8): 1. Davi Millsaps (Cob); 2. Kyle Orr (Cob); 3. Brianna Millsaps.

60; 1. Dustin Lynn (Kaw); 2. Brad Bernier (Kaw); 3. Cody Roth (Kaw); 4. Barrett Smith (Kaw); 5. Davi Millsaps (Kaw).

80 (7-11): 1. Chaz Northey (Kaw); 2. Dan Truman (Kaw); 3. Jeff Moore (Suz); 4. Kyle Williamson (Suz); 5. Brad Bernier (Suz).

80 (12-13): 1. Tyson Hadsell (Suz); 2. Troy Adams (Suz); 3. J.B. Ballard (Suz); 4. Tom Parsons (Suz); 5. Ryan Davis (Kaw).

80 (14-15): 1. Tim Bantle (Kaw); 2. Jesse Adams (Suz); 3. Andrei Boloni (Suz).

80 BEG: 1. Mike Vancura (Suz); 2. Nathan Vick (Kaw); 3. Dale Kump (Hon); 4. Johan Gotlen (Kaw); 5. Jesse Young (Yam).

S/MINI: 1. J.B. Ballard (Suz); 2. Tyson Hadsell (Suz); 3. Jesse Adams (Suz); 4. Troy Adams (Suz); 5. Tom Parsons (Suz).

15-24: 1. Jason Thomas (Hon); 2. Mike Bragg (Hon); 3. Ronnie Renner (Yam); 4. Darren McElhatten (Suz); 5. Ray Hansen (Kaw).

125 B: 1. Jason Thomas (Hon); 2. Ronnie Renner (Yam); 3. Darren McElhatten (Suz); 4. Wayne Schaefer (Suz); 5. Billy Wood (Hon).

125 C: 1. Cory Willey (Kaw); 2. Scott McGuigann (Hon); 3. Jim Prevatte (Yam); 4. Sheldon McVay (Kaw); 5. Justin Moulton (Suz).

125/250 BEG: 1. Danny Hansen (Suz); 2. Tony Torri (Hon); 3. Roger Creamer (Hon); 4. Roger Daniels (Hon); 5. Dewayne Purse (Hon).

250 B: 1. Brett Bohannon (Hon); 2. Joe Greaves (Kaw).

250 C: 1. James Armitage (Kaw); 2. David Kopoian (Kaw); 3. Tom Kent (Suz); 4. Brett Garavalia (Hon); 5. Les Evans (Yam).

25+: 1. Kevin Foley (Kaw); 2. Jeff Lampe (Suz); 3. Willis Brock (Suz); 4. Andrew Doiron (Hon); 5. Billy Wood (Yam).

30+: 1. Kevin Foley (Kaw); 2. Billy Wood (Yam); 3. Mark Bazinet (Kaw); 4. Leo Jones (Suz); 5. Les Evans (Yam).

35+: 1. Tom Bragg (Hon); 2. Tom Fogg (Kaw); 3. Pat Nicolina (Hon); 4. Brian Whitcomb (Hon); 5. Joe Steidl (Hon).

40+: 1. Tom Bragg (Hon); 2. Tom Fogg (Kaw); 3. Peter Gotlen (Yam); 4. Joe Steidl (Hon); 5. Dale Buck (Hon).

OPEN NOV: 1. Mike Bragg (Hon); 2. Mark Bazinet (Kaw); 3. Rudy Savelli (Hon).

Paske pours it on to victory at Starwest

By David A. Procida

MORENO VALLEY, CA, JULY 22

Action in the 250cc Beginner class was hot and furious during round two of the Starwest-hosted Shoei/Oakley Goggle Series, and when the dust settled it was Nick Paske at the top of the heap.

In the first moto, Rick Chak rocketed out of the gate, with Larry Heidler, Mike Wagner and the rest of the class close on his heels. Paske went down in a slippery corner on the first lap, but quickly remounted and caught the back of the pack a few corners later. Wagner was Paske's first victim, as Paske jumped the infield double to drop Wagner back one spot.

Only a few more corners found Paske up in the number-three position. Paske passed second-place Heidler after pulling alongside him as the two raced down the back straightway, but the leader, Chak, was still a good distance away.

Paske charged unrelentingly, and on the last lap reeled Chak in for battle. Paske got a big break when the pair encountered a lapper who forced Chak to choose a path around the slower rider halfway through the last lap. Paske dove under the backmarker and forced the lapped rider into Chak's line, slowing Chak down and allowing Paske to take over the lead. At the checkered flag, it was Paske with the win followed by Chak and Heidler in second and third place, respectively.

Chak grabbed his second holeshot of the evening to once again lead the pack out into the night air. Heidler followed with Paske close behind.

Paske soon passed Heidler and put himself right behind Chak. Paske made his move on the back straightaway, leaping the back tabletop jump side-by-side with Chak and then holding it on a hair longer as the pair entered the street-side chicane. Chak held the inside line and again passed Paske, as Paske's extra speed going into the turn forced him out to the berm.

Chak held off Paske's charges for the next few laps, but with two laps remaining Chak landed hard coming off of the big step-down and his front tire washed out. Paske motored by for the lead. Paske took his second checkered for the evening and the overall in the class.

Results

Pee Wee Track

STK A: 1. Tyler Gilmore (KTM); 2. Justin Workman (Yam).

STK B: 1. Bryce Terzian; 2. Sean Coleman (KTM); 3. Chase Tokias (KTM); 4. Steven Brewis (Yam); 5. Chad Gores (KTM).

BEG STK (4-6): 1. David Hugh (LEM); 2. Mike Meade (KTM); 3. Cody Longenecker (KTM); 4. Justin Whaler (KTM); 5. Travis Christensen (Yam).

BEG STK (7-8): 1. Mikal Overman (Yam).

MOD BEG (4-8): 1. Justin Whaler (KTM); 2. Mike Meade (KTM); 3. Travis Christenson (Yam); 4. Shawn Goodsite (KTM).

MOD A: 1. Tyler Gilmore (KTM).

MOD B: 1. Steven Brewis (Yam); 2. Bryce Terzian; 3. Chad Gores (KTM); 4. Sean Borkenhagen (KTM); 5. Brandon Million (KTM).

STRTR (4-6): 1. Zac Clark (Yam); 2. Anthony Sanabria (Yam); 3. Anthony Young Jr. (Yam); 4. Ryan Giordano (Yam); 5. Arnold Noreiga (Yam).

STRTR (7-8): 1. Travis Dugan (Yam); 2. Gregory Turner (Yam).

Supercross Track

5O (4-6): 1. Bryce Terzian; 2. Chase Takacs (KTM); 3. Noah Henandez (Yam); 4. Chad Gores (KTM); 5. Mike Meade (KTM).

5O (7-8): 1. Taylor Gilmore (KTM); 2. Justin Workman (Yam); 3. Sean Borkenhagen (KTM); 4. Terrence Schoelen (Yam).

5O (7-8) MOD: 1. Jeff Loop (Yam).

60 (6-8): 1. Robby Woods (Kaw); 2. Jeff Loop (Kaw).

60 (9-11): 1. Jason Medina (Kaw); 2. Brian Huth (Kaw); 3. Bryce Loll (Kaw).

80 BEG: 1. Rod Hamby (Suz); 2. Cody Krauss (Kaw); 3. Shane Fox (Kaw); 4. Antony Serna (Yam); 5. Kane Jameson (Yam).

80 (0-11) 1. Travis Bemis (Suz); 2. Daniel Taft (Suz); 3. Jake Stavana (Suz).

8O (12-13): 1. Todd Clayton (Yam).

80 (14-16): 1. Danny Carlson (Yam); 2. Corey Clayton (Yam).

WOMEN: 1. Shannon O'Connor (Hon).

125 BEG: 1. Justin Gutierrez (Yam); 2. Sean Clark (Kaw); 3. Brian Meirowsky (Kaw); 4. Jeremy Meade (Kaw); 5. David Hutchison (Kaw).

125 NOV: 1. Neil Alonzo (Kaw); 2. Jose Polasek (Hon); 3. Josh Cavanaugh (Hon); 4. Tim Clayton (Suz).

125 INT: 1. Mike Cinqmars (Hon); 2. Josh Ahern (Hon).

250 BEG: 1. Nick Paske (Kaw); 2. Rick Chak (Hon); 3. Larry Heidler (Hon); 4. Mike Wagner (Hon); 5. Eric Robinson (Suz).

250 NOV: 1. Felix Bendezu (Kaw).

250 INT: 1. Ken Fought (Kaw).

250 PRO: 1. Ed Redman (Hon).

25+ BEG: 1. Mike Zepeda (Yam); 2. Jerry Hensley (Suz); 3. Jerry Finch (Kaw).

25+ NOV: 1. Andy Kyler (Suz); 2. John Turner (Suz); 3. John Pack (Yam).

25+ INT: 1. Joe Fernandez (Kaw).

30+ BEG: 1. Mike Goldsby (Suz); 2. Tom Bell (Kaw); 3. John Pindard (Hon); 4. Rick Hutt (Yam); 5. Tracy Eschenbrenner (Hon).

30+ NOV: 1. Mike Carr (Hon).

30+ INT: 1. Ronnie Bruun (Hon).

30+ EX: 1. Lee Ramage (Kaw).

40+ NOV: 1. Jim Beck (Kaw); 2. Jim Lavorci (Kaw).

Wells digs deep at Hurricane Hills Motocross

By George Hodkinson
Photos by Karen Hodkinson

MAZEPPA, MI, JUNE 16

Mitchell Wells was the overall winner of the day in the 125cc C class at the Hurricane Hills MX track via 2-1 moto finishes.

In the first moto of the 37-rider 125cc class, 13-year-old Dustin Keuntjes, who made the trek to Hurricane Hills from Green Bay, Wisconsin, took the holeshot with Wells in second followed by Jay Scherbring and Jeff Ascher in the top four. Early on, Scherbring pushed past Wells briefly, only to see Wells regain second with Keuntjes still leading the pack.

By the end of lap one of four Keuntjes remained in the lead, with Wells and Scherbring following as Jeremy Labeau and Benjamin Siens moved into the top five. The rest of the race featured a dice between Keuntjes and Wells with Keuntjes holding Wells back all the way to the finish for the moto win. The two had put quite a distance on the third-place Scherbring. Michael Barnett and Siens rounded out the top five.

Moto two again saw Keuntjes take the lead at the beginning with Wells in second, Siens third and Labeau fourth. Wells remembered his efforts in moto one and decided to make the pass early, and he got by Keuntjes in the whoop section.

The rest of the race featured two separate wheel-banging dices, the first between Wells and Keuntjes and the third-place fight between Siens and Labeau. On the last lap, Keuntjes knew that he had to make a move or settle for second overall. While pressing Wells hard, Keuntjes' bike stalled and so did his hopes for the overall win, but he was able to get going for second place. When the checkered flag flew it was Wells followed by Keuntjes, Labeau, Siens and Jason Kleppen, who worked through traffic for fifth.

Results

MICRO JR: 1. Lance Gassert; 2. Mike Shequew; 3. Taylor Block; 4. Derek Holtzleicer; 5. Cort Gregory.

MICRO SR: 1. Scott Ehlenfeldt; 2. Andrew Wells; 3. Justin Runpea; 4. Jon Stadsvold; 5. Ralphie Allen.

P/W: 1. Nathan Broughton; 2. Josh Sorensen; 3. Josh Carlson; 4. Bill Krusmark; 5. Scott Ehlenfeldt.

JR: 1. Nathan Broughton; 2. Jake Gottas; 3. Josh Carlson; 4. Josh Sorensen; 5. Eddie Gregory.

MINI SR: 1. Zach Daffy; 2. Eric Gerber; 3. Ryan Schultz; 4. Jim Johnson; 5. Thomas Noyer.

YTH: 1. Mike Kann; 2. Garrett McLaughlin; 3. Ryan Broughton; 4. Dustin Keuntjes; 5. Thor Mathison.

16-24 A: 1. Tim Pospisil; 2. Bill Tilford.

16-24 B: 1. Jason McGrath; 2. Robby Kendall; 3. George Hodkinson; 4. Shelly Kann.

16-24 C: 1. Jeremy Doerfler; 2. Jake Deinan; 3. Amy Groth; 4. Steve Thompson; 5. Brad Bauman.

25+ A: 1. Jeff Sorensen; 2. Todd Lentz; 3. Rusty Sorensen.

25+ B: 1. David Zins; 2. Kurt Foster; 3. Dave Hencir.

25+ C: 1. Kurt Hagen; 2. Tim Crews; 3. Chuck Thompson; 4. Mark Bushinan.

VET A: 1. Brian Otto; 2. Jeff Sorensen; 3. Scott Ruegg.

VET B: 1. Thor Mathison; 2. David Koenig; 3. Bill LeClaire; 4. Dave Hencir.

VET C: 1. Mike Schwenler; 2. Jeff Erickson; 3. Steve Donke; 4. Kevin LeClaire; 5. Marlow Kirchhoff.

SR 40+: 1. Brian Otto; 2. Brian Koehier; 3. Craig Rutschow; 4. John Vaneendenburg; 5. Bill Wepner.

S/SR 50+: 1. Mike Crater; 2. James Kirkpatrick; 3. Richard Vanbramer.

WMN: 1. Amy Groth; 2. Angela Keuntjes; 3. Jill Wilber; 4. Shelly Kann.

125 A: 1. Tim Pospisil; 2. Pat Ready; 3. Joe Beaulieau.

125 B: 1. Mike Kann; 2. Chad Sparks; 3. Robby Kendall; 4. Garret McLaughlin; 5. Justin Peterson.

125 C: 1. Mitchell Wells; 2. Dustin Keuntjes; 3. Ben Siens; 4. Jay Scherbring; 5. Jason Kleppen.

250/OPEN A: 1. Tim Pospisil; 2. Pat Ready; 3. Joe Beaulieu; 4. Bill Tilford.

250/OPEN B: 1. Jason McGrath; 2. Chad Sparks; 3. Ron Richle; 4. Jeff Moitel; 5. Donald Zins.

250/OPEN C: 1. Chad Felt; 2. Brad Mason; 3. Todd Kriehn; 4. Shane Marx; 5. Scott Bakken.

Ferris, Sisemore share Auburn Speedway

By Gen Moore

AUBRUN, CA, JULY 28

Ian Ferris gave the fans something to cheer about as he won a very close Handicap main, while Jim Sisemore chalked up another victory in the Scratch main at the Gold Country Fairgrounds in Auburn.

In contrast to the prior week's Handicap main start (all but one rider on the 50-yard line), the field was more evenly spread out, with Ferris on the zero-yard line, Darrell Busby 30 yards behind and Pat Linn on the 40. Bob Hicks, Bob Hedden and Jim Sisemore rounded out the field on the 50.

Ferris got a solid start and seemed intent on carding his first Division I victory. Sisemore and Linn both moved successfully through the pack to challenge Ferris and as the leading trio came to the finish they crossed the line only half a wheel length apart, bringing the crowd to its feet. Ferris maintained his composure and concentration to hold on to the win, with Linn coming out on top of the battle for second over Sisemore.

Louis Kossuth started the Scratch main on the pole, with Sisemore in gate two, Hedden in three and Bart Bast on the outside. When the tapes went up, Sisemore reacted fast to nail the holeshot with Kossuth right behind him in second - but not for long. Bast powered his way through the pack to take over second, leaving Kossuth and Hedden to their own heated battle for third position. At the checkered flag, Sisemore crossed the line in first, followed by Bast and Kossuth.

Results

HDCP MAIN: 1. Ian Ferris (GM); 2. Pat Linn (GM); 3. Jim Sisemore (Jaw); 4. Darrell Busby (Wes); 5. Bob Hedden (Jaw).

SCRATCH MAIN: 1. Jim Sisemore (Jaw); 2. Bart Bast (Jaw); 3. Louis Kossuth (GM); 4. Bob Hedden (Jaw).

DIV II: 1. George Snodgrass (Jaw); 2. Sean Conley (Jaw); 3. Creed Lehr (Jaw); 4. Bill Newby (Wes); 5. Kim Darwarzeh (Jaw).

DIV III: 1. Matt King (Jaw); Henry Russel (Jaw); 3. Rich Mignano (Jaw); 4. Greg Howard (Jaw); 5. Robert Borg (Jaw).

JR DIV I: 1. Billy Janniro (Wes); 2. Brian Yarrow (Wes); 3. Jimmy Martinez (Wes).

JR DIV II: 1. Chris Kerr (Tri); 2. Jay Heidt (Tri); 3. Jeromy Martynse (Tri); 4. Rachalle Kerr (Hon).

Silverole soars at Hogback Hill Motocross

By Melissa Threadgill

PALMYRA, NY, JULY 16

Bill Siverole rode consistently fast to win both motos and claim the top overall honors in the 125cc Expert class at the Hogback Hill motocross facility.

In the first moto, Silverole took the holeshot on his Warp Speed/Silverole Trucking-sponsored bike with Joe Ellington and Ben Trask following him.

While Scott Rockwell put pressure on Trask, an amazing four-way battle was taking place behind them among Ted Robinson, Rob Stillwell, Scott Ghidiu and Ken Sheerer. Both Trask and Rockwell then crashed and dropped back. Robinson then moved into third, but was passed by Ghidiu and Sheerer. As Silverole worked up to a 20-second lead, Robinson went down and was passed by Jared Proper. Silverole won the race with Ellington second and Ghidiu third. Shearer was fourth, and Proper took fifth.

Ellington got the holeshot in the second moto, followed by Sheerer and Ed VanBallegooyen, but Silverole immediately shot between

the two to take the lead. VanBalleygooyen slowed and was passed by Rob Stillwell. Sheerer then passed Ellington and looked to put the pressure on Silverole. Meanwhile, Rockwell moved into fourth place followed by Proper and Stillwell.

As Silverole opened up his lead, Sheerer tried desperately to close it. Ghidiu moved up and passed both Rockwell and Ellington.

Silverole again took the checkered flag first to lock up the overall win, followed by Sheerer, Ghidiu, Ellington and Rockwell.

Paul Carpenter also took first in both motos for first overall in the Senior Mini class.

Results

51: 1. Beau Nichols (LEM); 2. Daniel Fili (Cob); 3. Steffen Carman (KTM); 4. Ryan McEnyon (KTM); 5. John Young (LEM).

60: 1. Brad Bourne (Kaw); 2. Michael Sick (Kaw); 3. Josh Cislo (Kaw); 4. Mike Silverole (Kaw); 5. Michael McBain (Kaw).

JR MINI: 1. Aaron Sheperd (Yam); 2. Marshall McFarland Jr. (Suz); 3. L.J. Partelow (Kaw); 4. Pat Jackson (Suz); 5. Mike Sick (Suz).

SR MINI: 1. Paul Carpenter (Hon); 2. Aaron Dieter (Suz); 3. Josh Miller (Suz); 4. A.J. Bourne (Kaw); 5. Matt Bourne (Kaw).

SCHBY: 1. Paul Carpenter (Hon); 2. Brian Barber (Kaw); 3. Justin Shepker (Kaw).

16-24 COMB: 1. Brad Ghidiu (Kaw); 2. Darrell Stone (Kaw); 3. Clay Parmelle (Yam); 4. Casey Higgins (Kaw); 5. Joe Nothanagle (Yam).

25+ A: 1. Joe Ellington (Hon); 2. Chris Livermore (Kaw); 3. Andrew Walsh (Suz); 4. Ethan Carter (KTM).

25+ B: 1. Tim Becht (Kaw); 2. Mark Poretta (Hon); 3. Craig Whetstine (Kaw); 4. Scott Flohr (Suz); 5. Tom Merrit (Hon).

125 BEG: 1. Gene Fleming (Suz); 2. Jeff Phillips (Suz); 3. Jon Thompson (Suz); 4. Ken Landon (Yam); 5. Jon Owejan (Kaw).

125 NOV: 1. Justin Shepker (Kaw); 2. Matt Patterson (Suz); 3. Dan Wood (Hon); 4. Tyler Jerome (Hon); 5. Brian Woodhams (Suz).

201-OPEN BEG: 1. Brian Sigel (Kaw); 2. Marc Giannini (Kaw); 3. Joe Harper (Yam); 4. Tyler Jerome (Hon); 5. Steve Knapp (Kaw).

125 AM: 1. Casey Higgins (Kaw); 2. John Harkness (Suz); 3. Joe Santora (Suz); 4. Jeff McKeowan (Hon); 5. Jeff Hatfield (Hon).

201-OPEN AM: 1. Paul Turo (Hon); 2. Joe Santora (Suz); 3. Tom Meritt (Hon); 4. Jeremy Russel (Kaw); 5. David Sick (Suz).

125 EX: 1. Bill Silverole (Kaw); 2. Joe Ellington (Hon); 3. Ken Sheerer (Kaw); 4. Jared Proper (G-G); 5. Scott Ghidiu (Kaw).

201-OPEN EX: 1. Bill Silverole (Kaw); 2. Joe Ellington (Hon); 3. Scott Ghidiu (Kaw); 4. Greg Meeder (Kaw); 5. Joe Nothanagle (Yam).

SR B: 1. Tim Becht (Kaw); 2. Craig Whetstine (Kaw); 3. Cub Dunning (Kaw); 4. Kevin DeJac (Hon); 5. Mark Porretta (Hon).

SR C: 1. Tim Brich (Hon); 2. Tim McMurtree (Hon); 3. John Meehan (Hon); 4. Curtis Dickees (Kaw); 5. Mike Sevor (Suz).

VINT/WOODS: 1. Kevin DeJac (Kaw); 2. Mark Williams (Kaw); 3. Daniel Morgott (Hon); 5. Ryan Kaza (Suz).

Stanley, Smith smoke Castle Rock TT

By Clay Light

CASTLE ROCK, WA, JULY 29

Round five of the Northwest Championship Dirt Track Series at the Castle Rock Fairgrounds saw National Number 60 Dan Stanley continue to be smoking hot in the Expert-class action.

Stanley, riding his BBRP/Budweiser-backed Rotax, not only blew away the competition in his heat race, but also in the main event, pocketing the lion's share of the Professional purse.

In the Expert main, Stanley left the pack behind shortly after the flash of the green light that unleashed the 12-rider, 20-lap main event. Wilson was second ahead of Annen, Simonsen. Del Schnitzer and Ron Waters on lap one. Simonsen nabbed Annen on lap two and set out after Wilson, who was riding a quick pace. Wilson succeeded in catching Annen by the halfway point. Stanley had by now opened up an untouchable lead and went on to win. Simonsen, Wilson Annen and Schnitzer rounded out the top five.

Joining Stanley in the winner's circle was Pro-Am winner Steve Smith, who hails from Spokane, Washington. Smith has only made the trek west a few times, but still scored an impressive win. The Pro-Am main saw Dave Stering put his Rotax to the front of the pack, but he only held the lead for a lap as Smith motored past with Bob Moran in tow. Smith went on to open up a big lead while Moran had an equal margin on third-placed Christian Vernon. Steve Prucinzki moved through traffic but couldn't get around Stering, who held on for fourth behind Smith, Moran and Vernon. CN

Results

EX: 1. Dan Stanley (Rtx); 2. J.P. Simonsen (Hon); 3. Don Wilson (Rtx); 4. Jeff Annen (W-R); 5. Del Schnitzer (Rtx).

PRO-AM: 1. Steve Smith (Rtx); 2. Bob Moran (Yam); 3. Christian Vernon (Rtx); 4. Dave Stering (Rtx); 5. Steve Pruczinski (Yam).

OPEN A: 1. Dean Autrey (Rtx); 2. Beau Brown (Hon); 3. Scott Seyferth (Rtx).

250 A: 1. Joe Lenz (Yam); 2. Todd Hageman (Kaw); 3. Pete Medcalf (Kaw).

125 A: 1. Beau Brown (Kaw); 2. Dan Adkins (Hon); 3. Kyle Bunn (Hon).

80 A: 1. Jake Holden (Hon); 2. Scooter Vernon (Hon); 3. Chris Waite (Hon).

80 B: 1. Jared St. Germaine (Hon); 2. Anthony Kautz (Kaw); 3. Sean Light (Suz).

60 A: 1. Chris Waite (Hon); 2. Kevin Bunger (Kaw); 3. Cody Thompson (Kaw).

60 B: 1. Nick Sellars (Kaw); 2. Justin Bowser (Kaw); 3. Eric Deboer (Kaw).

50 SR: 1. Andy Fay; 2. T.J. Hagmann; 3. Robert McLemore.

50 JR: 1. Jon Niemi; 2. Dustin Pruczinski; 3. Tyler Thompson.

50 MOD: 1. Tyler Goos; 2. Andy Fay; 3. Cheryl Deboer.

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FRIDAY, August 25
- Pro Practice .....1:00 - 2:15 pm
- Amateur Practice - 3:00 - 5:00 pm
There will also be practice Saturday
Meet the Dunlop sponsored riders.

SATURDAY, August 26
- Amateur Sign-up .....6:00 - 8:00 am
- Amateur Practice.....7:00 am
Suzuki East Coast Amateur Nationals..10:00 am

SUNDAY, August 27
125/250 SUZUKI NATIONALS
- Qualifying . 10:00 pm • First Race. .....1:00 pm

MONDAY, August 28
- Tony D MX School.....9:00 am

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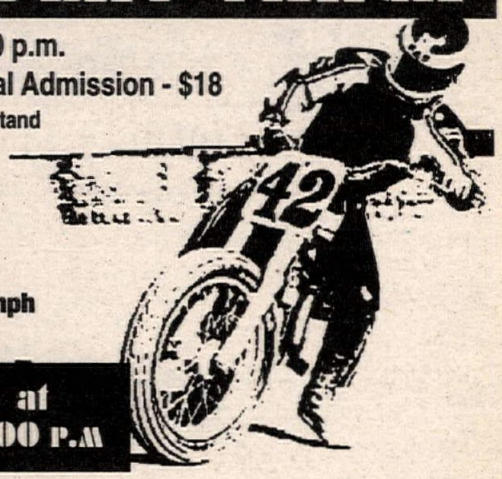

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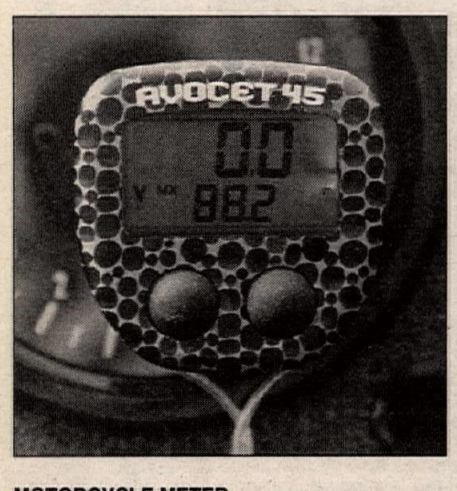

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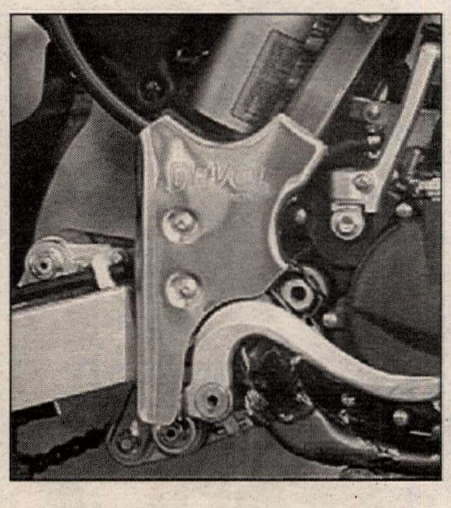

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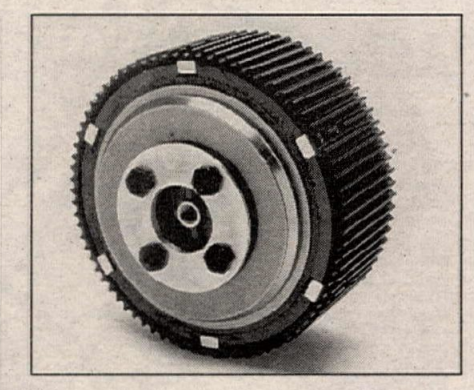

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Primo Products presents their new diaphragm-spring **Pro-clutch** clutch-conversion kit, engineered to convert any old-style, coil-spring clutch pack to modern diaphragm-spring function. Pictured above is Primo Products' three-inch belt drive basket/pulley assembly with the conversion kit installed. Whether you have a chain drive or belt drive, wet or dry clutch, Primo claims your clutch hand will thank you for installing one of their kits. Each kit includes clutch hub, clutch discs (friction and steel), diaphragm spring, spring retainer, pressure plate, and four shoulder bolts. Two kits are available: a PC1000 for pre-Evolution belt drives, and a PC1000C for all Harley models back to 1936. Suggested retail price is $550. For more information, contact Rivera Engineering, Dept. CN, 12532 Lambert Road, Whittier, CA 90606, 310/907-2600.

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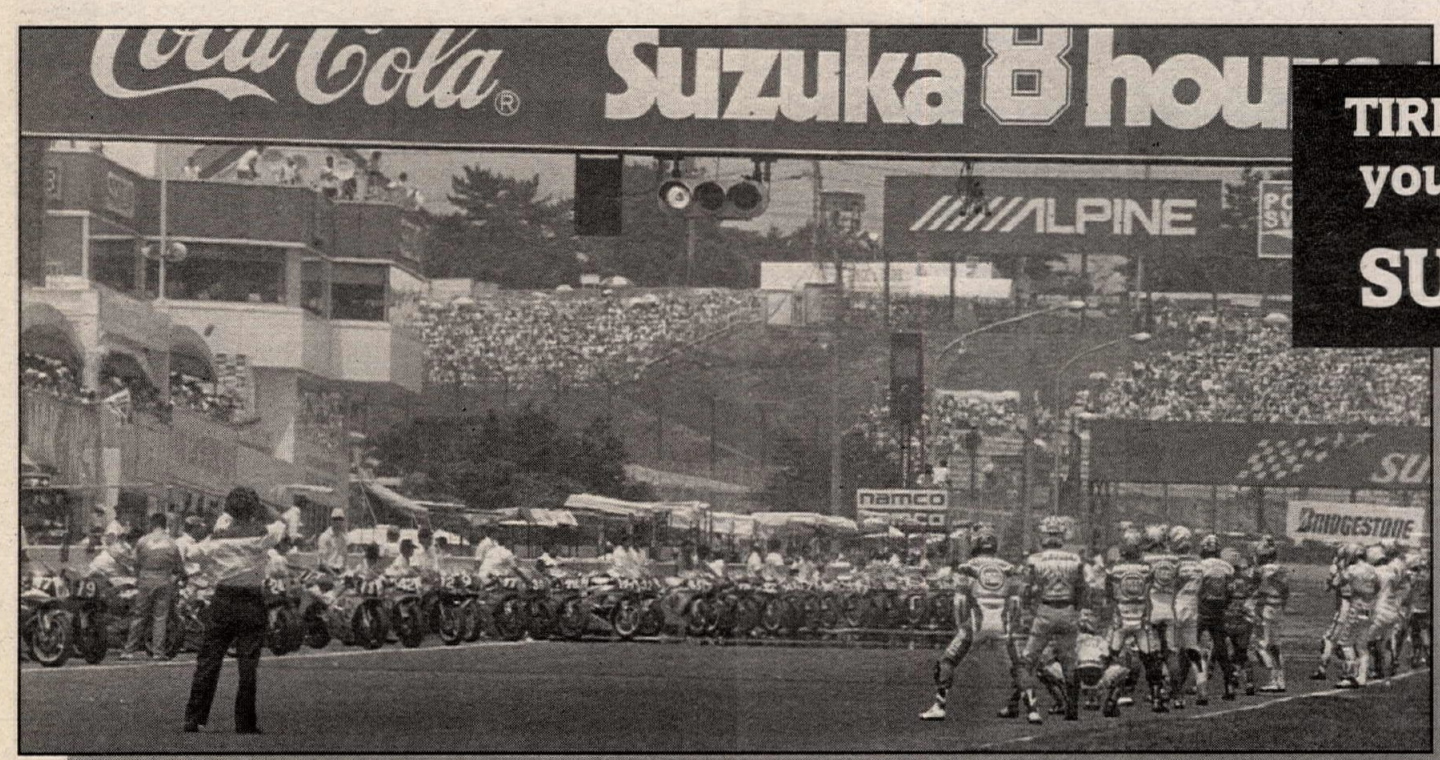
The **PowerSports Safety Corporation** introduces the **Neck Pro-Tech**, designed to protect the necks of all helmet-bearing sports competitors and reduce the risk of neck injuries as well as broken collarbones. The impact-absorbing collar "hugs" the rider's neck, but is said to allow mobility while still limiting the extreme ranges of motion that can cause damage. The collar is part of a small shoulder pad that attaches to a rider's pants with suspenders, and promises to provide additional head support and vision stability if a rider rests his or her helmet lip on the Pro-Tech. The unit is available for a suggested retail price of $49.95. For more information, contact PowerSports Safety Corporation, Dept. CN, 3681 Karen Pkwy. Suite 201, Waterford, MI 48328, 810/612-0666. CN



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Motocross
Honda Hills Motorsports Park
Linville, OH
July 2
By Rupert F. Pellett

50 (4-6)
Billy Sparankle KTM
Tommy Pellett KTM
Dustin Jackson KTM
Ryan Reedy KTM
Matt Spaulding KTM
50 (7-8)
Kyle Preston Cob
Okey Johnson Cob
Andrew Rowden Yam
65
David Whitcraft Kaw
Jesse Pavlov Kaw
Dustin Cottrill Kaw
Chris Whitcraft Kaw
Joey Pellett Kaw
MINI JR
David Whitcraft Kaw
Chris Whitcraft Yam
Dustin Cottrill Suz
Jimilei Fox Kaw
John McCumber Yam
MINI SR
Jeremy Caudill Yam
Shaun Kuchler Kaw
Jacob Matthews Kaw
Scott Kuchler Kaw
C.J. Leach Yam
SCHLBY
Chris Berry Yam
Mark Burkhart Hon
Jason Casterline Hon
Todd Goodyear Suz
Aaron Thomas Yam
125 A
Wesley Boyd Suz
125 B
Mike Clendenin Kaw
Chris Berry Yam
Larry Walker Hon
Kyle Kinkead Kaw
Travis Smith Hon
125 C
Harold Goings Suz
James Chapman Kaw
Ray Perko Hon
Bub Thomas Suz
Shaun Sheppard Suz
250 B
Mike Clendenin Kaw
Rod Hook Suz
Jeremy Bashan Kaw
Robb Burgie Hon

Motocross
New England Sports Committee
Lewiston, ME
July 1-2

Saturday
50
Corey Silva LEM
Ryan Desrosiers KTM
Alex Wadsworth KTM
Robert Marshall Yam
Tom Boucher LEM
65
Mike Clendenin Kaw
Ryan Wadsworth Kaw
Brian Bagley Kaw
William Healy Kaw
Kyle French Kaw
85
Wayne Peterson Suz
Ryan Wood Suz
85 B
Andy Neureuther Suz
David Aaskov Kaw
Carl DeCotis Suz
Allen Lawrence
Matt Johnston Hon
85 A
Ben McCarthy Kaw
Matt Boron Kaw
Greg Webster Yam
Ryan O'Connell Suz
Andy Neureuther Hon
125 YOUTH C
Michael May Hon
Matt Jakan Hon
Jeremiah Lynbds Yam
Michael Edwards Suz
Casey Bates Kaw
125 YOUTH B
Jeremy Pikul Yam
Derek Salsbury Kaw
Matt Charron Suz
Eric Bascombe Hon
Paul Dumontier Kaw
125 YOUTH A
Ben McCarthy Kaw
Brent McIntyre Hon
Keith LaBonne Hon
Chris Findley Suz
Jeff Doane Kaw
125 B
Tim Paquet Hon
Ryan Hedges Suz
Tom Allen Suz
Chris Findley Suz
Michael Banks Suz
200 B
Dan Curran Hon
Jesse Barnes Suz
Matt Stack Hon
Andreas Hornsteiner Kaw
Mark Cokely Yam
OPEN B
Jeff St. Pierre Yam
Michael Banks Suz
James Sprague Hon
Terry Davis Suz
John Debartolo Suz
125 C
Michael May Hon
Chris Hilton Hon
Dean Shaw Suz
Lincoln Spencer Kaw
Nicholas Berube Yam
200 C
David Pomerleau Hon
David Beaudin Hon
Jacy Dennett Hon
Kevin Fleury Kaw
Bruce Cunhalk Kaw
OPEN C
David Pomerleau Hon
Dean Shawn Suz
Kevin Dostie Kaw
Michael Rosselli Suz
Jacy Dennett Hon
125 A
Keith Johnson Kaw
Mike Treadwell Suz
Pat Barton Suz
Lawrence Lashway Kaw
Richard Rogers Hon
200 A
Keith Johnson Kaw
Mike Treadwell Suz
Pat Barton Suz
Wally Silva Yam
Adam DuPont Suz
30+ A
Jim Meenan Yam
Nick Duprey Kaw
Joe Mikalson Hon
Tom Sonier Kaw
Marc Paulhus Suz
30+ B
Steve Audet Hon
Jesse Barnes Suz
James Sprague Hon
Bob Weymoth Kaw
Andrew Gagne Kaw
30+ C
Bruce Cumback Kaw
David Desrosier Yam
Ed Jalbert Yam
Paul McLean Yam
Larry Fortin Yam
35+ A
Joe Mikalson Hon
Nick Duprey Kaw
Jim Meena Yam
Tim Thomson Yam
Angelo Santaniello KTM
35+ B
James Caswell Yam
Mark Hangos Suz
Steve Elderkin Yam
Carl Decotis Hon
Robert Winslow Yam
30+ B NON/CH
Brad Bonin Hon
Merle Monroe Yam
Art Slader Yam
Greg Kenney Suz
40+
David Clemence Kaw
Jack Weaver Suz
John Delgrosso Kaw
Ron Vincent Yam
Gary Mikalson Suz
WMN
Teresa Szczepanski Hon
Michele Trefethen Kaw
Bethany Smith Kaw
4-STRK
William Gavin Hon
Sunday
50
Corey Silva LEM
Alex Wadsworth KTM
Tom Boucher LEM
Greg Hutchinson Yam
Robert Marshall Yam
65
Tyler Merrifield Kaw
Ryan Wadsworth Kaw
Mike Clendenin Kaw
William Healey Kaw
William Decotis Kaw
85 C
Wayne Peterson Suz
Tyler Merrifield Kaw
Ryan Wood Suz
85 B
Ethan Conley Suz
David Aaskov Kaw
Allen Lawrence Suz
Matt Johnson Hon
Brandon Brooks Yam
85 A
Greg Webster Yam
Matt Boron Kaw
Ryan O'Connell Suz
Ben McCarthy Kaw
Ethan Conley Suz
125 YOUTH C
Mike Corbett Kaw
Mike Edwards Suz
Mike Wielandt Suz
Charles Whitney Hon
Jeremiah Lynds Yam
Casey Bates Kaw
Mike Hovey Suz
125 YOUTH B
Jeremy Pikul Yam
Derek Salsbury Kaw
Andrew Mathieu Hon
Matt Charron Suz
Robert Deledda Yam
125 YOUTH A
Keith LaBonne Hon
Chris Findley Suz
Brent McIntyre Hon
Ben McCarthy Kaw
Jason Lee Hon
125 B
Chris Findley Suz
Ryan Hedges Suz
Tim Paquet Hon
Tom Allen Suz
Mike Banks Suz
200 B
Dan Giustina Kaw
Matt Stack Hon
Travis Jakan Hon
Dan Curran Hon
Mark Cokely Yam
OPEN B
Mike Banks Suz
Travis Jakan Hon
Patrick Coleman Hon
Joe French Hon
Jude Stansbury Suz
125 C
Andrew Mathieu Hon
Shawn Belanger Hon
Michael May Hon
Brent Hicks Suz
Kevin Fleury Kaw
200 C
David Beaudin Hon
Kevin Fleury Suz
Clinton Kelly Suz
Chris Rolfe Suz
Kevin Lycette Kaw
OPEN C
John Sawyer Suz
Clinton Kelly Suz
Kevin Dostie Kaw
Chris Eaton Suz
David Derosier Yam
125 A
Keith Johnson Kaw
Mike Treadwell Suz
Patrick Waitt Hon
Gerald Lashway Kaw
Patrick Barton Suz
200 A
Keith Johnson Kaw
Mike Treadwell Suz
Wally Silva Yam
Patrick Barton Suz
Jason Boron Kaw
30+ A
Jo Jo Keller Hon
Joe Mikalson Hon
Jim Meenan Yam
Gary Williams Kaw
Nick Duprey Kaw
30+ B
Tom Valiquette Hon
Steve Audet Hon
Jesse Barnes Suz
Garard Scotti Hon
Robert Weymouth Kaw
30+ C
Paul McLean Yam
Larry Fortin Yam
Joe Jay Suz
Ed Jalbert Yam
Richard Kearns Kaw
35+ A
Jim Meenan Yam
Joe Mikalson Hon
Nick Duprey Kaw
Tim Thomson Yam
Bob Piche Hon
35+ B
Mark Hangos Suz
Marc Sleeper Kaw
Robert Winslow Yam
Carl Decotis Hon
James Caswell Yam
30+ B NON/CH
James Sprague Hon
Brad Bonin Hon
Peter Longley Hon
James Cormier Hon
Merle Monroe Yam
40+
David Clemence Kaw
Jack Weaver Suz
John Delgrosso Kaw
Ron Vincent Yam
Gary Mikalson Suz
WMN
Teresa Szczepanski Hon
Michele Trefethen Kaw
Bethany Smith Kaw
4-STRK
Tom Rolfe Hus
William Gavin Hon

Motocross
Mosier Valley MX
Mosier Valley, TX
July 14
By Claudine Cordray

50
C.T. Dickey KTM
Michelle Marella KTM
Trey Flores KTM
Scotty Winnerstrom Yam
Jimmy Lay Jr. LEM
60
Drew Hanks Kaw
Brad Wolfe Kaw
Chad McNeill Kaw
Quinn Harris Kaw
Matt Lowrimore Kaw
80 BEG
Chad Davis Kaw
Matt Foster Suz
Gerald Bradley Suz
Shane Keele Suz
Rand Alford Yam
80 JR
Robby Shinn Kaw
McFly Scheel Suz
Drew Hanks Suz
80 SR
Barry Otts Suz
B.J. Barnhart Yam
Zack Christian Suz
Mike Marella Kaw
80 OPEN
Robby Shinn Kaw
B. Jay Barnhart Yam
McFly Scheel Suz
Chad Davis Kaw
Rand Alford Yam
125 BEG
Jason Crow Suz
Nick Ellis Hon
Brody Veal Kaw
Danny Looper Hon
Greg Day Kaw
125 NOV
Coby Owen Suz
Jason Shatto Yam
Ryan Bonhard Hon
David Hallmark Hon
Scott Scholting Suz
125 OPEN
Robby Shinn Kaw
B. Jay Barnhart Yam
McFly Scheel Suz
Chad Davis Kaw
Rand Alford Yam
250 BEG
Randy Malone Hon
Randy Feazell Suz
Scott Mills Yam
Larry Wright Kaw
Jason Chapman Hon
250 NOV
David Papi Hon
Stacy Hunter Kaw
250 OPEN
Bryan Petton Kaw
Curtis Gear Yam
25+
Jimmy Wilson KTM
Walker Alford Suz
Mark Foley Kaw
Todd Wells Hon
Landon Griffin Hon
30+
Stacey Smith Yam
Danny Lurye Hon
Joey Marcom Yam
Jimmy Lay Sr. Hon
Brian Hays Hus
EX
Anthony Pocoroba Suz
Cody Wilks Kaw

Speedway
Glen Helen Speedway
San Bernardino, CA
July 28

HDCP MAIN
Steve Lucero
Jim Estes
John Aden
Walt Farnum
Rick Pearce
SCTCH MAIN
Charlie Venegas
John Aden
Jim Estes
Steve Lucero
Jesse Finch
SUP MAIN
Brandon Mitchell
Robbie Hackman
Bill Ewing
Sid Payne
S/CAR MAIN
Lewis/Macey
Gardner/Lych
JR MAIN
Jimmy Fishback
Michael Hull
Brett Becker

Motocross
El Paso MX Park
El Paso, TX
July 23
By Chris Wollard

P/W
Mathew Davis Hon
Mitchell Davis KTM
Adolofo Villarreal Yam
60
Nathan Pacheco Kaw
80 NOV
Jorge Almanza Yam
Shane Smith Kaw
Jason Deneen Kaw
Justin Brittor Hon
Scott Love Kaw
80 AM
Billy Grable Yam
Tyson Brown Suz
Ben Schmit Kaw
S/MINI
Joe Sanwick Kaw
Tyson Brown Suz
Ben Schmit Kaw
Jimmy Lavorgna Kaw
125 BEG
Ricky Bryant Kaw
Mike Heinz Yam
Craig Gaillardt Suz
Jason Whiley Suz
Troy Gamill Yam
125 NOV
Brian Phillips Kaw
John Hair Suz
Mike Richards Kaw
Jason Lavorgna Kaw
Jason Archuleta Hon
125-OPEN
Dax Kastrin Suz
Denny Garley Yam
David Donaldson Yam
Brian Phillips Kaw
Eric Hull Suz
125 AM
Jacob Gilsdorf Hon
Eric Hull Suz
John McDonald Hon
Carlos Wightman Suz
125 EX
Kyle Abney Hon
Jereme Whitley Yam
Dax Kastrin Suz
Marcos Newfeld Kaw
250 BEG
David Bryant Hon
Wayne Jones Kaw

Continued on pg. 42

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RESULTS

Continued from page 41

Yogi Schorett	Yam
Glenn Wickline	Suz
Jefferry Borezynski	Yam
250 NOV	
Shane McClennen	Yam
Russell McSpedden	Hon
Eric Naasz	Yam
Ron McCullum	Yam
Tony Lujan	Yam
250 AM	
Jacob Gilsdorf	Hon
Benny Fenn	Kaw
Ryan Knoche	Kaw
Jon Schmitt	Hon
250 EX	
Kyle Abney	Hon
Chris Dennison	Hon
Jereme Whitley	Yam
Mark Traversy	Suz
David Donaldson	Yam
500	
Keenan Greseth	ATK
Bruce Blymiller	Kaw
Mike Tanner	Hon
John Hair	Suz
Chris Wollard	Hon
25+	
Denny Garley	Yam
Larry Blackwell	Hon
Yogi Schoreit	Yam
Mike Durr	Yam
Ricky Bryant	Kaw
30+ C	
Russell McSpedden	Hon
Vance Berringhaus	Hon
Andy Tidwell	Kaw
C.B. Vance	Yam
Franklin Pierce	Kaw
30+ B	
Bruce Blymiller	Kaw
35+	
Eddie Wierden	Kaw
Keenan Greseth	ATK
Jeff Keeler	Yam

Motocross Brownsville City Park Brownsville, PA July 23

125 A	
Johnny Onisko	Hon
Jon Zonin	Suz
Mike Howell	Hon
250 A	
Mark Garrison	Yam
Jon Zonin	Suz
Jeff Provance	Hon
Tim Coombs	Yam
VET A	
Mark Garrison	Yam
Jeff Provance	Hon
James Knisley	Suz
David Grimes	Hon
Ken Frankenberry	Hon
25+	
Kevin Anton	
Tim Coombs	Yam
James Knisely	Suz
Kevin Anton	Suz
David Grimes	Hon
Michael Stelmack	Hon
40+ SR	
John McConnell	Yam
Henry Hauenstein	Kaw
Skip Stewart	Kaw
John Mills	KTM
Richard Smallwood	Suz
125 B	
Seven Onisko	Hon
Robert Hafer	Suz
Joe Kastory	Suz
Todd Burgard	Hon
Mark Liti	Suz
250 B	
Jason Sisler	Hon
Craig Jones	Kaw
Michael Stelmack	Hon
Mark Liti	Suz
Kevin Anton	Suz
OPEN B	
Joseph Javersack	Hon
James Kevech	Hon
David Fox	Kaw
Edward Mihoces	Hon
Scott Yochum	Hon
VET B	
Michael Donella	Yam
Bink Grass	Suz
Robert Hafer	Suz
Joseph Javersack	Hon
Fred Anton	Suz
125 C	
Robert Hauserman	Suz
David Ellison	Suz
Ryan Puskarich	Suz
Joe Kevech	Kaw
Scott Burd	Kaw
250 C	
Joseph McNeel	Hon
Mike Doerr	Hon
Doug Baros	Kaw
Alan Bonano	Hon
David Ellison	Suz
OPEN C	
John Linden	Hon
Fred Gaggiani	Hon
Greg Malinsky	Kaw
Eric Dicianna	Hon
Joseph Delaney	Yam
50	
Broc Fallas	KTM
Adam Closkey	LEM
Chris Stuckey	KTM
Zack Lowery	KTM
Adam Bunting	Yam
65	
Gene Stull	Kaw
Jimmy Chappell	Kaw
Bryan Emery	Kaw
Ryan Becks	Kaw
Mark Potoczny	Kaw
85 (7-11)	
Gene Stull	Suz
Jimmy Chappell	Suz
Brad McClellan	Suz
Dominic Sinicrope	Hon
85 (12-13)	
Alan Puskarich	Suz
Ryan Holliday	Suz
Steven Gaul	Yam
Ron Taucher	Yam
Craig Tichansky	Yam
85 (14-15)	
Michael Barto	Suz
Joshua Plummer	Kaw
Bill Striffler	Suz
Bradley Fisher	Hon
Jonathan Galka	Kaw
S/MINI	
Michael Barto	Suz
Dominic Sinicrope	Hon
Craig Tichansky	Yam
SCHLBY	
Dan Pastor	Hon
Tim Stroyne	Hon
Ryan Puskarich	Suz
Joe Kastory	Suz
Steve Gaul	Suz
CLGBY	
Harley McCracken	Suz
Michael Bobroski	Hon
Joseph McNeel	Hon
Larry Patterson	Hon
VINT	
Mike Sgambati	Mai
Jeff Buttermore	Yam
James Stanley	Yam
Steve Skeriotis	Hon

Motocross New England Sports Commitee Middleboro, MA

85 C	
Wayne Peterson	Suz
Time Bernier	Suz
Matt Shogren	Kaw
John Zolancewicz	Suz
Ryan Wood	Suz
85 B	
Matthew Francis	Kaw
Carl Decotis	Suz
Brandon Brooks	Yam
Tijaye Henderson	Suz
Michael McInerney	Hon
85 A	
Jay Patterson	Suz
Jeremy Eardley	Hon
Greg Webster	Yam
Ryan O'Connell	Suz
Kevin Komosa	Suz
125 YTH C	
Brooks Winchell	Hon
Matthew Baker	Suz
Matthew Jakan	Hon
Michael Tadema-Wielandt	Suz
Casey Bates	Kaw
125 YTH B	
Jeremy Pikul	Yam
Matthew Charron	Suz
Andrew Mathieu	Hon
Chris O'Neill	Yam
Scot Deledda	Yam
125 B	
Ryan Hedges	Suz
Chris Findley	Suz
Tom Allen	Suz
Dan Pepoon	Suz
Steve Harris	Kaw
125 YTH A	
Chris Findley	Suz
Brent McIntyre	Hon
Jason Lee	Hon
Michael May	Hon
Ryan Erickson	
200+ B	
Matthew Stack	Hon
Mark Cokely	Yam
Frank Boron	Hon
Dan Guistana	Kaw
Travis Jakan	Hon
OPEN B	
Steve Harris	Hon
Patrick Coleman	Hon
Jeff St. Pierre	Yam
John Day	Hon
Marc Sleeper	Kaw
125 C	
Craig Arruda	Hon
Michael Rosselli	Suz
Richard Mooney	Suz
William Pybas	Hon
Brooks Winchell	Hon
200+ C	
Eric Anthrop	Yam
William Mercey	Yam
Scott Fotter	Suz
Dan Whalen	Hon
Tim Sabrowski	Hon
OPEN C	
Douglas Edwards	Hon
Stephen Duff	Hon
Clinton Kelly	Suz
Eric Anthrop	Yam
Tyrone Reine	Kaw
125 A	
Keith Johnson	Kaw
Pat Barton	Suz
Gerald Lashway	Kaw
Tim Christiansen	Suz
Gary Lussier	Suz
200+ A	
Keith Johnson	Kaw
Pat Barton	Suz
Wally Silva	Yam
Ben Asaff	Hon
Gary Williams	Kaw
30+ A	
Jim Meenan	Yam
Steve Griff	Hon
Nick Duprey	Kaw
John Camelio	Hon
Angelo Santaniello	KTM
30+ B	
Tony Carriero	Hon
Carl Binner	Yam
M. Sleeper	Kaw
John Thompson	Suz
Gerard Scotti	Hon
30+ C	
Craig Arruda	Hon
Travis Cassells	Yam
Joe Ores	Kaw
Warren Emerson	Kaw
Thomas Moizzi	Hon
35+ A	
Jim Meenan	Yam
Nick Duprey	Kaw
J.B. Hopkins	Hon
Angelo Santaniello	KTM
Tim Thomason	Yam
35+ B	
Steve Elderkin	Yam
Carl Decotis	Hon
Doug Pomeroy	Hon
Marc Sleeper	Kaw
Earle Monroe	Yam
30+ B NON/CH	
Terry Davis	Suz
Steve Berube	Hon
Merle Monroe	Yam
Doug Pomeroy	Hon
Al Verraneault	Kaw
40+	
David Clemence	Kaw
Ron Vincent	Yam
Henry Komosa	Suz
Jack Weaver	Suz
John Delgrosso	Kaw
4-STRK	
Ed Longacre	Suz
William Gavin	Hon

Short Track Square Deal Riders Port Crane, NY July 22 By David Rafferty

65 AUTO	
Joseph Angelo	Yam
Eric Kvinlaug	Yam
Brian Hanes	Yam
Dusty Dien	Yam
Jon Quain	Yam
125 AM	
Scott Vandecar	Hon
Mike Maschewske	Yam
Matthew Shuart	Hon
Daniel Nolan	Hon
Shane Livingston	Kaw
250 AM	
Harley Hadaway	Suz
Dick Edwards	Suz
Shannon Rector	Hon
Michael Lounsbury	Hon
Joseph Rougier	Hon
250 EX	
Craig Estelle	Hon
Richard Mellinger	ATK
Chris Gurda	Suz
Frederick Longo	Hon
50 (4-6)	
Zachary Carson	Itj
50 (7-8)	
Chris Strong	Itj
Adam Carpinello	Yam
Lucas Olszowy	Yam
Anthony Angelo	Yam
Timothy Felano	Yam
60	
Lowell Carson	Kaw
Michael Alexander	Kaw
Thomas Newell	Kaw
William Warford III	Kaw
Jon David Hogeboom	Yam
80	
Justin Velicky	Yam
Thomas Newell	Kaw
Scott Morrison	Kaw
Michael Williams	Kaw
Michael Alexander	Kaw
OPEN AM	
John Martino	Yam
Scott Michell	Yam
Joseph Gould	Hon
Fred Broshjeit	Yam
Thomas Robert	Hon
OPEN EX	
Roger Durkee Jr	Rtx
Craig Estelle	Har
Marco Morello	Rtx
Robert McGirr	Yam
Todd Hunter	Rtx
SR	
Frank Carpinello	Rtx
Anthony Martino	Rtx
Joseph Gould	Hon
John Martino	Yam
Fred Broshjeit	Yam
SIDEHACKS	
Jeff Lounsbury/ Mark Lounsbury	Kaw
Jeremy Gribbin/ Mark Pengel	Kaw
Craig Estelle/ Ron Williams	Yam
SPTMN	
Marco Morello	Rtx
Todd Hunter	Rtx
Frank Carpinello	Rtx
Chris Gurda	Rtx
Joesph Demento	Hon
VINT H/W	
James Miller	H-D
VINT L/W	
Jay Ashcroft	H-D
Shannon Rector	Bul
Robert Rector	Bul

Motocross Silvercreek MX Morganton, NC July 22 By Mary Cook

P/W	
Mathew Wiseman	Hon
Tieler Dodge	LEM
Bradley Pace	KTM
Justin Gregory	Yam
Nicholas Hughey	KTM
60	
Travis Flowers	Kaw
Scott Norman	Kaw
Alan Norman	Hon
80 (7-11)	
Daniel Franklin	Hon
Brian Pace	Yam
Corey Griffin	Kaw
Jerred Burrell	Kaw
Davin Pitzer	Suz
80 (12-15)	
Nicholas Burns	Hon
Heath Clayton	Hon
Jerry Strange	Kaw
Daniel Franklin	Hon
Brian Pace	Yam
125 D	
Neil Thompson	Hon
Lucas McDaniel	Hon
Ric Osborn	Yam
Mark Greene	Kaw
Justin Brooks	Hon
125 C	
Jason Thompson	Hon
John Thompson	Hon
Eric Leonard	Kaw
Chris Stoff	Hon
Greg Robinson	Hon
125 B	
Chad Leigh	Yam
Paul Justus	Yam
Jason Sain	Hon
Patrick Parton	Hon
Grady Shehan	Yam
250 D	
Neil Thompson	Hon
Buddy McGinnis	Kaw
William Lackey	Hon
Geoffrey Nosal	Hon
Mark Smith	Yam
250 C	
John Thompson	Hon
Jeff Hardin	Yam
Jimmy Pitcock	Suz
Scott Miller	Hon
Tony Burgess	Kaw
250 B	
Furman Parton	Hon
25+	
Furman Parton	Hon
Jeff Vealey	KTM
Joey Singleton	Hon
Dean Herrin	Hon
Mike Melton	Suz
30+	
Joey Singleton	Hon
Vance Earl	Yam
Dean Herrin	Hon
Jeff Pahres	Yam
Michael Graham	Kaw
U/L AM	
Grady Shehan	Yam
Chad Leigh	Yam
Paul Justus	Yam
Jason Thompson	Kaw
Patrick Parton	Hon
ENDURO	
Vance Earl	Yam
Scott Robinson	Hon
Scott Barrett	Kaw
Eric Merrill	Yam
Eric Dennis	KTM

Motocross Fossil Bowl Clarkia, ID July 30 By Butch Pharness

AUTO	
Logan Shelden	Yam
Tanner Blevins	Yam
Buddy Whitcomb	KTM
Jake Whitcomb	Yam
JR MINI	
Brandon Baker	Kaw
Nate Hartel	Yam
Logan Shelden	Hon
80 BEG	
Paul Clapper	Yam
Matt Jackson	Kaw
Cody Beck	Yam
Chuck Compton	Yam
Jim Myers	Yam
80 (12-16)	
Dustin Pharness	Hon
Adam Jacobs	Suz
S/MINI	
Dustin Pharness	Hon
Nate King	Kaw
Adam Jacobs	Suz
125 BEG	
Jeremy McFarland	Yam
John Moody	Hon
Jason Allen	Suz
Lance Sutterlin	Yam
Donny Petit	Hon
125 JR	
Mike Storey	Hon
Rob Kopp	Hon
Chris Myers	Hon
Greg Fry	Hon
Charlie Grieser	Hon
125 INT	
James Murray	Yam
250 BEG	
Tim Adams	Suz
250 JR	
Clay Hawks	Hon
250 PRO	
Doug Miller	Hon
Scott Eaton	Suz
UTH PRO	
Doug Miller	Hon
OT	
Cris Berger	Hon
Perry Berger	Hon
Terry Baker	Suz
Greg Fry	Hon
Johnny Dickson	Suz
VET	
Jim Reily	Yam
BTH	
Mike Storey	Hon
Rob Kopp	Hon
Clay Hawks	Hon
Chris Myers	Hon
John Moody	Hon
PP	
Ciji Pharness	Yam

Hare Scrambles Florida Motosports Racing Reddick, FL July 16

P/W	
Neal Wetheral	Yam
Rien Osteen	Yam
Randy Gamble	Yam
60	
Bobby Lucroy	Kaw
Andrew Binegar	Kaw
Matt Coffey	Kaw
80	
Brandon Coffey	Hon
Jared Southworth	Yam
Steve Binegar	Hon
Rial Wetheral	Suz
SPTMN	
Josh Linscott	Hon
Rich Ragle	Kaw
Larry Green	Yam
James Hinson	Suz
John Holzli	Hon
201+ A	
Joey Argentine	Yam
Rich Kemman	Hon
Robbie Robinson	Kaw
OPEN A	
Mike Amedeo	Kw
Scott Crawler	Yam
Mark Coffey	Hon
SR A	
Mike Brown	Suz
Chuck Argentine	Yam
Lionel Hernandez	Hon
201+ B	
Mike Suddeth	Yam
Dylan Galbreath	Suz
Greg Branham	Hon
Jim Pennington	Kaw
Mark Coffey	Hon
100+ C	
Mark Honaker	Hon
Shelby Bellflower	Hon
Rich Richmond	Suz
Ray Petutsky	Kaw
Tommy Valley	Yam
201+ C	
Matt Tucker	Suz
John Smulan	Yam
Mark Fears	Kaw
Brandon Brinkingy	Hon
Steve Loomis	Suz
SR C	
Brian Whitcomb	Hon
Russ McCallister	Yam
Dale Nickeson	Hon
Tommy Neal	Suz
Joe Steidl	Hon

Motocross Sunday Creek Raceway Millfield, OH July 9 By Rupert F. Pellett

50 (4-6)	
Billy Sprankle	KTM
Ryan Reedy	KTM
Cory Ringer	Yam
Darin Durham	KTM
Matt Spaulding	LEM
50 (7-8)	
Okey Johnson	Cob
Josh Gaitten	LEM
Jake Mohney	LEM
Ali Postlewaite	LEM
Eric Swiney	KTM
65	
Dave Whitcraft	Kaw
Chris Whitcraft	Kaw
Michael Willard	Kaw
Dr. Atwood	Kaw
Josh Gaitten	Kaw
MINI JR	
David Whitcraft	Suz
Chris Whitcraft	Yam
Andy Willard	Hon
Nathan Skaggs	Yam
MINI SR	
C.J. Leach	Yam
Corey Arnold	Kaw
Justin Weber	Kaw
Steve Grave	Yam
Jake Matthews	Kaw
SCHLBY	
Mark Burkhart	Hon
Scott McMillin	Hon
Jeremy Berwanger	Yam
Aaron Thomas	Yam
Justin Weber	Kaw
25+	
Gaylon Dickson	Yam
Mike Moran	Yam
Mike Blair	Yam
Brian Ashcraft	Yam
Tim Shepard	Yam
30+	
Mike Morgan	Yam
Tim Shepard	Yam
Chris Durham	KTM
Denny Swartz	Yam
40+	
Denny Swartz	Yam
Lerry Evener	Yam
Mike Treadway	Hon
Doug Schultz	Yam
Larry Shumaker	Yam
125 A	
Gaylon Dickson	Yam
Josh Demuth	Yam
Scott McMillin	Kaw
Willam Bagwell	Yam
Mike Blair	Yam
125 B	
Josh Dudley	Hon
Travis Smith	Hon
Jeremy Primmer	Yam
Jeremy Berwanger	Yam
Scott Gainer	Kaw
250 A	
Mike Morgan	Yam
Gaylon Dickson	Yam
Mike Blair	Yam
Chris Llykens	Yam
Brian Ashcraft	Yam
250 B	
Chris Berry	Yam
Billy Demastry	Yam
Dallas Avery	Yam
Jeremy Primmer	Yam
Bryan Wallace	Kaw

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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CALENDAR

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World Championship Road Race Series
8/20 Brno, Czech Republic, Rnd 10
9/3 Monza, Italy, Rnd 11
9/17 Rio de Janiero, Brazil, Rnd 12
9/24 Buenos Aires, Argentina, Rnd 13
10/8 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series
8/29 Sugo, Japan, Rnd 9
9/10 Assen, Holland, Rnd 10
10/15 Sentul, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

World C'ship 125cc MX Series
8/13 Reil, Germany, Rnd 12

World C'ship 250cc MX Series
8/20 Suzuka, Japan, Rnd 12
9/3 Chateau-du-Loir, France, Rnd 13

World C'ship 500cc MX Series
8/20 Rhenen, Holland, Rnd 10
8/27 Reultingen, Germany, Rnd 11

World C'ship Trials Series
8/20 Helsinki, Finland, Rnd 10

World C'ship Individual Speedway Series
8/12 Linkopink, Sweden, Rnd 4
9/9 Vojens, Denmark, Rnd 5
9/30 London, England, Rnd 6

Motocross des Nations
9/10 Sverepec, Czechoslovakia

Trials des Nations
9/24 Piesting, Austria

International Six Day Enduro
9/18-23 Jelenia Gora, Poland

AMA Grand Nat'l C'ship Series
8/9 Rapid City, SD, Rnd 15
8/12 Denver, CO, Rnd 16
8/19 Indianapolis, IN, Rnd 17
8/27 Goshen, IN, Rnd 18
9/3 Springfield, IL, Rnd 19
9/9 Mechanicsburg, PA, Rnd 20
9/16 Rossburg, OH, Rnd 21
9/23 Knoxville, IA, Rnd 22
9/30 Sacramento, CA, Rnd 23
10/7 Pomona, CA, Rnd 24
10/15 Del Mar, CA, Rnd 25

AMA 600 Nat'l C'ship Dirt Track Series
8/20 Converse, IN, Rnd 3
9/9 Castle Rock, WA, Rnd 4

AMA Harley-Davidson 883 Dirt Track Series
8/9 Rapid City, SD, Rnd 10
8/12 Denver, CO, Rnd 11
9/3 Springfield, IL, Rnd 12
9/9 Mechanicsburg, PA, Rnd 13
9/23 Knoxville, IA, Rnd 14
9/30 Sacramento, CA, Rnd 15
10/7 Pomona, CA, Rnd 16
10/15 Del Mar, CA, Rnd 17

AMA Regional Dirt Track Championship Series
8/10 Rapid City, SD, Rnd 9
8/25 Greenville, OH, Rnd 10
9/8 Castle Rock, WA, Rnd 11
9/8 Hagerstown, MD, Rnd 12

AMA 125/250cc Nat'l Championship MX Series
8/27 Binghamton, NY, Rnd 11
9/3 Delmont, PA, Rnd 12

AMA National Championship Enduro Series
10/1 Turkey, TX, Rnd 7
10/15 Canton, IL, Rnd 8
10/29 Delaware City, DE, Rnd 9

AMA Superbike Nat'l Championship Series
8/13 East St. Louis, IL, Rnd 9
8/27 Sonoma, CA, Rnd 8
9/24 Chandler, AZ, Rnd 10

AMA National Championship Hare Scrambles Series
10/8 Millfield, OH, Rnd 7
10/22 Lynnville, IN, Rnd 8
11/5 Kent, WA, Rnd 9

AMA National Championship Hare & Hound Series
10/1 Reno, NV, Rnd 5
10/22 Johnson Valley, CA, Rnd 6

AMA Nat'l Championship Hillclimb Series
8/13 Danville, WV, Rnd 8
8/27 Monson, MA, Rnd 9
9/10 Freemansburg, PA, Rnd 10
9/17 Middlebury, IN, Rnd 11
9/24 Jefferson, PA, Rnd 12
9/30 Asheville, NC, Rnd 13
10/8 Oregonia, OH, Rnd 14

AMA/NATC National C;'ship Observed Trials Series
8/26 Canon City, CO, Rnd 8
8/27 Canon City, CO, Rnd 9
9/2 Tillamook, OR, Rnd 10
9/3 Lee's Camp, OR, Rnd 11

AMA/Wiseco/Yamaha/Dunlop/Moose/ITP National Cross Country Series
8/27 Millfield, OH, Rnd 8
9/17 Bunner Ridge, WV, Rnd 9
10/1 Jewett, OH, Rnd 10
10/15 Mt. Morris, PA, Rnd 11
10/29 Crawfordsville, IN, Rnd 12
Info 304/594-1157

AMA C'ship Mid South Summer Hare Scrambles Series
8/20 Mannington, KY
Info 615/859-0873

AMA/Prostar C'ship Drag Race Series
8/11-13 Rockingham, NC
10/6-8 Bowling Green, KY
11/9-12 Gainesville, FL
Info 205/852-1101

AMA Loretta Lynn Nationals
8/7-12 Hurricane Mills, TN
Info 419/478-5386

Championship Cup Pro-Am Series
Florida Region
8/12-13 Palm Beach Gardens, FL
9/2-3 Bloomingdale, GA
9/9-10 Palm Beach Gardens, FL
9/15-17 Braselton, GA
* 10/21-22 Daytona, FL
12/9-10 Palm Beach Gardens, FL
Great Lakes Region
8/26-27 Grattan, MI
9/16-17 Grattan, MI
10/7-8 Grattan, MI
*10/21-22 Daytona, FL
Mid-West Region
8/12-13 Rockton, IL
8/26-27 Grattan, MI
9/9-10 Rockton, IL
*10/21-22 Daytona, FL
Southeast Region
8/12-13 Braselton, GA
9/2-3 Bloomingdale, GA
9/15-17 Braselton, GA
9/30-10/1 Talladega, AL
*10/21-22 Daytona, FL
Great Plains Region
8/26-27 Topeka, KS
*10/21-22 Daytona, FL
Mid-Atlantic Region
8/12-13 Braselton, GA
9/15-17 Braselton, GA
*10/21-22 Daytona, FL
Northeast Region
8/26-27 Loudon, NH
9/2-3 Bridgehampton, NY
9/16-17 Loudon, NH
10/7-8 Loudon, NH
*10/21-22 Daytona, FL
Southwest Region
9/2-3 Las Vegas, NV
9/16-17 Chandler, AZ
10/7-8 Chandler, AZ
*10/21-22 Daytona, FL
12/2-3 Chandler, AZ
*Race of Champions

* WERA Sportsman Championship Series
Mid-Atlantic Region
8/12-13 Rockingham, NC
9/2-3 Garrettsville, OH
10/7-8 Summit Point, WV
Southeast Region
8/12-13 Rockingham, NC
8/26-27 Talladega, AL
9/30-10/1 Faulkville, GA
North Central Region
8/12-13 Mt. Meridian, IN
9/9-10 Grattan, MI
9/30-10/1 Mt. Meridian, IN
Mid-Central Region
8/12-13 Mt. Meridian, IN
8/26-27 Talladega, AL
South Central Region
9/2-3 Hellett, OK
9/30-10/1 College Station, TX
Info 803/681-9372
* Tentative

* WERA Grand National Final
10-11/15 Braselton, GA
Info 803/681-9372
* Tentative

* WERA Nat'l Challenge Series
8/25-27 Portland, OR, Rnd 7
9/8-10 Millington, TN, Rnd 8
9/22-24 Talladega, AL, Rnd 9
10/11-15 Braselton, GA, Rnd 10
Info 803/681-9372
* Tentative

Sunoco Formula USA Series
*8/25-27 Portland, OR, Rnd 4
10/13-15 Braselton, GA, Rnd 5
Info 916/582-1061
* EBC Triple Crown Round

* WERA Nat'l Vintage Series
8/12 Rockingham, NC, Rnd 17
8/12 Mt. Meridian, TN, Rnd 18
8/26 Talladega, AL, Rnd 19
9/2 Garrettsville, OH, Rnd 20
9/3 Henderson, TX, Rnd 21
9/9 Grattan, MI, Rnd 22
9/30 Mt. Meridian, IN, Rnd 23
9/30 Faulkville, GA, Rnd 24
10/1 College Station, TX, Rnd 25
10/7 Summit Point, WV, Rnd 26
10/10-11 Braselton, GA, Final
Info 803/681-9372
* Tentative

North American Super Bike Series
9/15-17 Braselton, GA
10/6-8 Loudon, NH
10/20-22 Daytona, FL

AHRMA Historic Cup Series
9/16 Steamboat Springs, CO
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
8/12 Linnville, OH
9/15 Steamboat Springs, CO
10/22 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
8/12 Linnville, OH
8/27 Lake Odessa, MI
9/13 Hayden, CO
9/30 Park Hills, MO
Info 715/842-9699

AHRMA British Bike Magazine Trials Series
9/14 Steamboat Springs, CO
10/1 Park Hills, MO
10/21 Hollister, CA
Info 715/842-9699

AHRMA Vintage Enduro Series
10/1 Fairville, NY
10/15 Chadwick, MO
Info 715/ 842-9699

AHRMA West Regional Motocross Series
9/24 Fernley, NV
10/8 Pala, CA
10/22 Hollister, CA
11/5 Tulare, CA

AHRMA So. Cal. MX Series
10/8 Pala, CA

AHRMA Nor. Cal. MX Series
8/27 Monterey, CA
9/24 Fernley, NV
10/22 Hollister, CA

NETRA C'ship Enduro Series
8/13 New Boston, MA
9/10 Lee, MA
9/17 Wrentham, MA
10/1 Adams, MA
10/22 Chester, CT
11/5 Stafford, CT

NETRA Championship Hare Scrambles Series
8/20 Union, CT
8/27 Cheshire, MA
9/3 W. Gloucester, RI
9/17 Fishouse, NY
9/24 W. Greenwich, RI
10/8 Petersburg, NY
10/15 Assonet, MA
10/29 Temple, NH
11/12 Barkhamsted, CT
11/19 Newburgh, NY

NETRA Turkey Run Series
8/13 Canaan, NH
8/27 Gardner, MA
9/3 New Boston, MA
9/10 N. Haverhill, NH
10/8 Washington, MA

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▶ FIND OUT WHO'S THE BOSS OF MX, G.P., DESERT & ROAD RACING ALL IN ONE RACE!
▶ GATE FEES
▶ FRIDAY, SEPT 8TH- GATES OPEN 3:00 PM FOR FREE OVERNIGHT PARKING. NOTE: MUST PAY FOR WEEKEND, $15.00 PER BIKE FOR SAT PRACTICE ($10.00 PER ADULT, 12 & UNDER FREE FOR SUN RACE) NO EXCEPTIONS!! GATES CLOSE 10:00 PM
▶ SAT, SEPT 9TH- GATES OPEN 7:30 AM. SAME FEES APPLY AS LISTED ABOVE FOR OVERNIGHT PARKING. PRACTICE ONLY, $15.00 PER BIKE.
▶ SUNDAY, SEPT 10TH- $10.00 PER ADULT, 12 & UNDER FREE.
▶ RACE FEES
$30.00 MAIL-IN ENTRY (MAIL-IN ENTRY CLOSES SEPT 6TH)
$35.00 POST ENTRY
▶ NOTE: ALL RIDERS MUST CHECK-IN SAT OR SUN BEFORE RACE TO PICK-UP ISSUED NUMBERS. ALL RIDERS NUMBERS FOR RACE WILL BE ISSUED!
▶ RACE SCHEDULE
RACE #1- SR./WOMEN/VINTAGE/DUAL-SPORT, AT 7:00 AM
RACE #2- ALL VETS, AT 9:15 AM
RACE #3- ALL PROS/250cc/OPEN, AT 11:30 AM
RACE #4- 80cc/125cc/4-STROKE, AT 1:45 PM
RACE #5- PEE-WEE/60cc,TO BE ANNOUNCED DAY OF RACE
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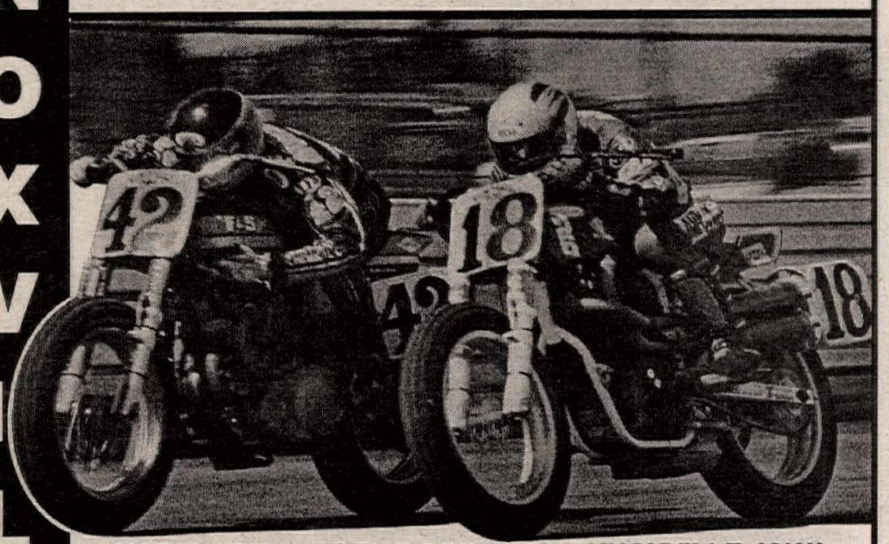

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10/15 Winchendon, MA
10/29 Central Village, CT

NETRA Championship Junior Enduro Series
8/19 Union, CT
8/26 Southampton, MA
9/2 W. Gloucester, RI
9/16 Fishouse, NY
9/30 Brimfield, MA
10/14 Assonet, MA

SERA Enduro Series
8/13 Breezy Hill, LA
8/20 Lake Nimrod, AR
9/17 Rockford, AL
10/8 Jemison, AL
11/5 Maplesville, AL

SERA Hare Scrambles Series
9/3 Clanton, AL
9/30 McComb, MS
10/22 Tupelo, MX
12/3 Maplesville, AL
1/21 Maplesville, AL
2/4 New Augusta, MS
2/1 Wiggins, MS

ECEA C'ship Enduro Series
8/20 Speedsville, NY
8/27 Mauricetown, NJ
9/10 Shippensburg, PA
9/17 Brandonville, PA
9/24 New Lisbon, NJ
*10/29 Delaware City, NJ
11/5 New Gretna, NJ
11/12 Warren Grove, NJ
* National Enduro
Info 717/865-0601

ECEA Championship Hare Scrambles Series
9/3 Belleplain, NJ
10/8 Mauricetown, NJ
11/19 Greenback, NJ
Info 717/865-0601

ECEA Dual Sport Series
10/1 Indian Mills, NJ
10/15 Suffolk Co., NY
10/22 New Philadelphia, PA
Info 717/865-0601

*** Broz Financial Ltd. Vintage Classics VIII Dirt Track Series**
8/14-15 Stockton, KS
9/1 Davenport, IA
9/16 Wilmar, MN
9/22 Knoxville, IA
9/23 Freeport, IL
* Tentative

Black Jack Enduro Circuit
9/10 Collins, MO
10/15 Chadwick, MO
10/29 Tulsa, OK

EEA Eastern Championship Enduro Series
8/13 Roselawn, IN
9/3 Clinton, SC
9/24 Brandonville, PA
10/8 Princeton, KY
11/5 Maplesville, AL
Info 706/376-5232

RMEC C'ship Enduro Circuit
9/24 Cloudcroft, NM
10/1 Turkey, TX
Info 307/742-4136.

New York State C'ship Hare Scrambles Series
8/13 Rew, PA
9/3 Ellenville, NY
9/10 Owasco, NY
9/24 Fairville, NY
10/1 South Edmonsten, NY

North Eastern Cross Country Series
8/13 Rew, PA
8/20 Little Falls, NY
9/3 Ellenville, NY
9/10 Owasco, NY
9/24 Newark, NY
10/1 South Edmonsten, NY
Info 716/933-7230 or 716/335-2692

AMA Hot Summer Nights C'ship MX Series
8/12 Calhoun, GA
8/19 Lenoir City, TN
9/16 Calhoun, GA
9/30 Gray, TN
10/7 Huntsville, TN
615/573-5425

Mid East Hare Scrambles Series
8/20 Grover, NC
9/3 Hickory, NC
9/10 Danville, VA
9/24 Greer, SC
10/8 Lancaster, SC
10/22 Grover, NC

Virginia Championship Hare Scramble Series
8/20 Rural Retreat, VA
9/17 Middleborrk, VA
10/1 Martinsville, VA
10/15 Newport News, VA
10/22 Columbia, VA
11/5 Surry, VA
Info 804/255-4620

Carolina Virginia Observed Trials Club Series
9/24 Axton, VA
10/15 Belews Creek, NC
11/5 Bunn, NC
Info 910/773-0742

Arkansas Hare Scrambles Championship Series
8/13 Crossroads, AR
9/17 Maynard, AR
10/8 Amity, AR
11/5 Bee Branch, AR
Info 501/890-6346

KORR Hare Scrambles Championship Series
8/12 Marion, KS
10/15 Arkansas City, KS
11/5 Newton, KS
11/12 Sterling, KS
Info 316/942-6527

KORR Motocross Championship Series
8/20 Sterling, KS
9/17 Arkansas City, KS
10/1 Sterling, KS
10/29 Marion, KS
Info 316/942-6527

NMRA Drag Race Series
8/26 Las Vegas, NV
9/8-9 Palmdale, CA
10/7 Phoenix, AZ
11/11 Palmdale, CA
Info 818/367-4117

Canadian Supercross Series
9/23 Montreal, Quebec
Info 416/363-9035

CMA Dirt Track National Series
8/12 Trois-Rivieres, Quebec
9/1 Quebec, Quebec

CMA/ASM Castrol Canada Cup Superbike Series
8/12-13 Calgary, Alberta
9/2-3 Alma, Quebec

Golden Crown of Baja Off Road Desert Series
10/6-8 Gran Carrera de Sonora San Luis Rio Colo., Son., Mex.
12/15-17 Grand Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prixs de Baja Series
9/1-2 Tecate Gran Prix Tecate, B.C., Mex.
11/3-4 Baja Malibu Grand Prix Rosarito Beach, B.C., Mex.
Info 818/340-5750

LaPlaya MX/GP Series
8/13 Rosarito, Mex.
10/1 Rosarito, Mex.
12/3 Rosarito, Mex.
Info 011/52-661-22525

No. Calif. Mini Road Racing Assoc. Series
8/26-27 Sacramento, CA
9/16-17 Sacramento, CA
9/30-10/1 Sacramento, CA
11/4-5 Sacramento, CA
11/18-19 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
8/13 Perris, CA
8/26 Perris, CA
9/10 Perris, CA
9/23-24 Phoenix, AZ
10/8 Perris, CA
11/12 Perris, CA
11/25-26 Rosamond, CA
12/9-10 Perris, CA
Info 909/674-5357

MAMRRA YSR C'ship 50cc-86cc Series
8/13 Hampton, VA
9/3 Hampton, VA
9/10 Ontario, Can.
9/24 New Bloomfield, PA
10/8 New Bloomfield, PA
10/28 Hampton, VA
Info 804/484-4688

SRAC State C'ship Series
8/13 Colorado Springs, CO
8/19 Grand Junction, CO
8/26 Brighton, CO
9/9 TBA
9/17 Pueblo, CO
9/24 Cheyenne, WY
10/1 Colorado Springs, CO
10/7-8 TBA

NESC C'ship Motocross Series
8/12 Lewiston, ME
8/13 Lewiston, ME
8/20 Central Village, CT
8/27 Southwick, MA
9/3 Lewiston, ME
9/4 Lewiston, ME
9/10 Southwick, MA
9/17 Middleboro, MA
9/23 Lewiston, ME
9/24 Lewiston, ME
10/1 Southwick, MA
10/8 Middleboro, MA
10/15 Central Village, CT
10/22 Southwick, MA
10/29 Middleboro, MA
11/5 Middleboro, MA
Info 413/772-0685

New England Trials Association Series
8/13 Wrentham, MA
10/1 Chepachet, RI
10/15 W. Greenwich, RI
Info 203/889-5327

Yamaha/McDonald's/Fox Pee Wee C'ship Series
8/19 Orlando, FL
9/2 Orlando, FL
10/6 Orlando, FL
10/20 Orlando, FL

Tucker Rocky Florida Mini-Cycle C'ship Series
8/12 Orlando, FL
9/9 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

Tucker Rocky Central Florida MC Dealers Series
8/19 Orlando, FL
9/2 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

South Florida Summer MX Championship Series
8/20 Ona, FL
8/27 Orlando, FL
9/3 Ona, FL
9/10 Reddick, FL
9/17 Orlando, FL
10/1 Ona, FL

AMA Fall Classic MX Series
9/17 Buchanan, MI
9/24 Danville, VA
10/1 Englishtown, NJ
10/8 Casey, IL
10/15 London, KY
10/22 Blountville, TN

AMA Mega Series
9/10 Blountville, TN
10/14-15 London, KY
10/21-22 Blountville, TN
Info 615/323-5497

AMA No. California Cross Country Series
9/17 Fernley, NV
10/1 Sparks, NV
11/5 Sacramento, CA
11/19 Willseyville, CA
11/25 Fallon, NV
Info 408/294-3438

AMA No. California Enduro C'ship Series
10/15 Redding, CA
10/22 Stonyford, CA
10/29 Grizzly Flats, CA
11/4 Upper Lake, CA
11/12 Stonyford, CA
11/19 Ballinger Canyon, CA
Info 916/624-7407

AMA No. California Family Enduro Series
11/11 Foresthill, CA
11/19 Stonyford, CA
Info 415/726-5955

Texas Cross Country Racing Assoc. C'ship Series
8/27 Muenster, TX
9/10 Weatherford, TX
9/24 Montague, TX
10/8 Era, TX
10/22 Killeen, TX
11/5 Hamilton, TX
Info 214/394-9168

Missouri Hare Scrambles C'ship Series
8/13 Potosi, MI
8/27 Canton, MI
9/17 Smithville, MI
9/24 Columbia, MI
9/30-10/1 Park Hills, MI
10/29 Festus, MI
Info 314/392-2475

Kansas Hare Scrambles C'ship
8/20 Lake Perry, KS
9/10 Lake Milford, KS
10/8 Carbondale, KS
10/22 Westmoreland, KS
11/12 Carbondale, KS
11/26 Carbondale, KS
Info 913/836-9171

Sloan Yamaha/U.S. C'ship Team Hare Scramble Series
9/3 Waverly, TN
9/24 Waverly, TN
Info 615/790-3639 or 615/662-2124

AMA/ District 10 C'ship Hare Scramble Series
8/27 Owenton, KY
9/17 Bedford, KY
Info 606/472-3442

OCCRA Cross Country Series
9/10 Oklahoma City, OK
9/24 Lake Draper, OK
10/8 Erick, OK
10/22 Stillwater, OK
11/12 Hallet, OK
Info 405/376-6849

Tucker Rocky Silkolene Southeastern Trials Rider Assoc. Series
8/12-13 Newnan, GA
9/9-10 Berea, KY
9/30-10/1 Atlanta, GA
10/21-22 Jasper, TN
Info 404/463-4390

AHRMA Southeastern Regional Trials Series
8/12 Newnan, GA
9/30 Monroe, GA
10/28 Palmetto, GA
Info 404/463-4390

MRAN Off-Road C'ship Series
9/3 Pioche, NV
10/8 Boulder City, NV
10/29 Beatty, NV
Info 702/437-6726

OMRRA Road Race Series
9/24 Portland, OR
10/15 Portland, OR
Info 503/221-1487

RAM C'ship Road Race Series
8/13 Coos Bay, OR
9/3 Coos Bay, OR
10/8 Coos Bay, OR
Info 503/269-2474

WSMC Road Race Series
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

*** International Old Timers Motocross Series**
9/2-3 Fernley, NV
* Tentative

Over the Hill Gang National Championship Series
9/16-17 Hollister, CA
10/14-15 Adelanto, CA
11/11-12 Turlock, CA
Info 408/272-1519 or 310/864-6875

Motorcycle Asphalt Racing Series
8/18 Asheboro, NC
9/29 Asheville, NC
10/8 Wiscasset, ME
10/28 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
8/26-27 TBA, WA
8/26-27 Columbus, IN
9/9-10 Golden Pond, KY
9/13-16 Steamboat Springs, CO
10/7-8 Mt. Solon, VA
10/7-8 Angels Camp, CA
10/14-15 McArthur, OH
10/21-22 Elizabeth, WV
10/21-22 Grand Canyon, AZ
11/10-11 LA-Las Vegas

AMA/District 37 Dual Sport Ride Series
8/19-20 Huntington Lake, CA
9/10 Ontario, CA
9/23-24 Bishop, CA
10/1 Big Bear Lake, CA
10/14-15 N. Palm Springs, CA
10/29 Hesperia or Lucerne Valley, CA
11/19 Riverside, CA
11/24-25 *LA-Barstow-Las Vegas,
12/10 Newhall, CA
*National Trail Ride Series event
Info 818/249-2141

Appalachian Dual Sport Series
9/23 Glouster, OH
10/21-22 Parkersburg, WV
Info 304/292-2122, 304/594-1157

Rocky Mtn. Dual Sport Series
8/13 Webster, CO
9/13-16 *Steamboat Springs, CO
*National Trail Ride Series event
Info 303/697-8382

Wild West National MX Series
8/12-13 Rock Springs, WY
8/25-27 Boise, ID
Info 801/464-5445

CMA Bounty Hunter Series
8/12 Los Banos, CA
8/19 Los Banos, CA
Info 209/673-8080

CMA Summer Trophy Series
8/11 Madera, CA
8/18 Madera, CA
8/25 Madera, CA
Info 209/673-8080

GFI Night MX Truck Giveaway Series
8/12 Perris, CA
8/19 Perris, CA
8/26 Perris, CA
Info 909/698-6996

CMC Trans-Cal National MX Series
South Region
9/17 Adelanto, CA
10/1 Adelanto, CA
10/15 Ramona, CA
10/29 Palmdale, CA
North Region
9/10 Carson City, NV
9/23 Marysville, CA
10/7 Sacramento, CA
10/22 TBA
Oregon Region
8/27 Albany, OR
9/17 Eugene, OR
9/24 Albany, OR
Showdown
11/11 Adelanto, CA
11/12 Adelanto, CA
Info 619/246-7262

CMC Copper State MX Classic Series
9/16 Cottonwood, AZ
9/23 Glendale, AZ
10/7-8 Sierra Vista, AZ
10/21-22 Eloy, AZ
10/28 Glendale, AZ
11/24-26 Glendale, AZ
Info 602/849-1572

Lodi Cycle Bowl C'ship Dirt Track Series
8/12 Lodi, CA
8/19 Lodi, CA
Info 209/368-7182

Northwest 883 Twins Series
8/19-20 Hoquiam, WA
9/23-24 Portland, OR
10/22 Kent, WA
Info 604/585-HAWG

Womens World MX Championships
8/26-27 Ramona, CA
Info 714/837-3374

SEPTEMBER						
S	M	T	W	T	F	S
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10	11	12	13	14	15	16
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24	25	26	27	28	29	30

AUGUST						
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

• DENOTES PRO PAYBACK

Aug 11-13

NORTH CAROLINA DRAG RACE - AMA/Prostar Motorcycle Drag Racing, Ron Ayers Motorsports Summer Nationals, Rockingham Dragway, Rockingham. Info: 205/852-1101.

Fri, Aug 11

• CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• CALIFORNIA SUPERCROSS - Cycleland Speedway, Summer Series, Chico. Info: 916/342-0063.

• CALIFORNIA SUPERCROSS - Full Blown Promotions, Friday Nite Motocross, Antelope Valley Fairgrounds, Lancaster. Info: 805/942-7880 or 942-1211.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA SHORT TRACK - AMA, Lawrenceburg Speedway, Lawrenceburg. Info: 513/662-7759.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• NEVADA MOTOCROSS - On Trac Events, Rico's Pizza Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

• OKLAHOMA MOTOCROSS - Lawton Moto-X Park, Summer Series Nighttime Racing, Lawton. Info: 405/355-1106.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Aug 12-13

WYOMING MOTOCROSS - Wild West National Motocross Series, Rock Springs. Info: 801/464-5445.

Sat, Aug 12

• CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Truck Giveaway - Rnd 6, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

• INDIANA DIRT TRACK - AMA/Dist 15/Fast Track Racing, Summer Thunder Series, 1/2 mile, Portland. Info: 219/486-7172.

• KANSAS HARE SCRAMBLES - K.O.R.R. Championships, 2-man 2-hour, Green Acres, Marion. Info: 316/636-5113.

• KENTUCKY MOTOCROSS - AMA, Midstate MX, Sheltowee Series - Rnd 11/Adventure Sports Day, Lietchfield. Info: 606/877-1364.

• KENTUCKY SUPERCROSS - KTMXA/Paris Dirttrackers Inc., Lyon Co. Fairgrounds, Eddyville. Info: 901/642-0511.

• MAINE MOTOCROSS - New England Sports Committee, Lewiston. Info: 413/772-0685.

• NORTH CAROLINA SUPERCROSS - N.A.M.E., Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - 226 MX, Marion. Info: 704/652-3758.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO MOTOCROSS - AMA/American Motosports Inc., Erie County Fair, Sandusky. Info: 614/596-2057.

OHIO POKER RUN - Amherst Meadowlarks M/C, Meadowlarks Clubgrounds, Amherst. Info: 216/988-9100.

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2nd	$800	$250	$250
3rd	$400	$150	$150
4th	$200	$100	$100
5th	$100		

250 Class - 12 rider minimum
125 & Vet Classes - 8 rider minimum

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Entry Fees:
Gates open at 3:00 PM
Sign Up from 3-6:30 PM
Practice at 4:30 PM
First Race at 7:00 PM

For more information Call (805) 942-7880 (805) 942-1211
Full Blown Promotions, 43719 N. Sierra Hwy., Lancaster, CA 93534
Official Race Hotel Headquarters Desert Inn 1-800-942-8401 for Reservations

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National Cross Country Series
AMA SANCTIONED
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BURR OAKS - Millfield, OH
Rt 13 E. of Athens to Millfield
September 16/17 (Round 9)
HARDROCK
Bunner Ridge, WV
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Best 8 scores count toward 1995 Series Championship
Entries and Information
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Rt. 7 Box 459
Morgantown, WV 26505
(304) 594-1157
SATURDAYS Quads Race Noon
SUNDAYS Bikes Race Noon
WISECO SCOTT YAMAHA Moose DUNLOP Stick With Us BRAKING

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Every Friday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933
Aug 11th Auto Trader Magazine Night U.S. Best Pairs Final
Aug 18th KLOS Orange County Harley Night
Aug. 25th Coors Light Speedway

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1949 1995
AMA GRAND NATIONAL CHAMPIONSHIP FINALS
1 P.M.
OCTOBER 15, 1995
Gates Open 10 a.m.
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TICKETS ON SALE NOW
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ASCOT SLIC TRAC
(714) 533-4444
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CRC California Race Schedule
100% PRO PAYBACK

Sat., Aug. 12	CRC Night MX	L.A.C.R.
Sat., Aug. 19	CRC Night MX	L.A.C.R.
Sat., Aug. 26	CRC Night MX	L.A.C.R.
Sat., Sept. 2	CRC Night MX - Combo Series	L.A.C.R.
Mon., Sept. 4	CRC GP - Combo Series	L.A.C.R.

Wednesday Practice • 4 p.m.-9 p.m.
Friday Practice • 4 p.m.-9 p.m. L.A.C.R.
CRC Info (805) 272-8889

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Scratch Heats - 6:00 P.M.
Racing - 8:00 P.M.
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GNC INT'L MX FINALS
Lake Whitney Cycle Ranch, TX
March 15, 16, 17, 1996
To set up qualifiers,
Call: 817-694-2901
GNC MOTOCROSS

GLEN HELEN
EVENT CALENDAR
Speedway Racing Every Friday Night

Note:	National Track Closed for Redesign Aug. 7th to Aug. 16th National Track Reopens Thurs., Aug. 17th
Thurs., Aug. 10	PeeWee & Vintage Tracks 8:00am till 7:00pm
Sat., Aug. 12	PeeWee & Vintage Tracks 8:00am till 5:00pm
Sun., Aug. 13	DCR Gran Prix Cancelled - Track Closed
Thurs., Aug. 17	Grand Opening of New National Track 8:00am till Dusk
Sat., Aug. 19	MX Practice on Nat'l Track 8:00am till 2:00pm Vintage & PeeWee Open till 5:00pm
Sun., Aug. 20	Park Closed
Thurs., Aug. 24	MX Practice on National, Vintage & PeeWee Tracks 8:00am till Dusk

WHAT'S HAPPENING
CHAPARRAL GRAN PRIX
SEPTEMBER 9th & 10th

MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)
RACE HOTLINE: (909) 880-1733

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

OHIO MOTOCROSS & DIRT TRACK - AMA/AHRMA/Honda Hills, vintage, Linville. Info: 614/323-3766.

• OKLAHOMA MOTOCROSS - RBH Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• SOUTH DAKOTA DIRT TRACK - AMA/Jackpine Gypsies M.C., Pro-Am Championship, Black Hills Speedway, Rapid City. Info: 605/347-3418.

• TEXAS MOTOCROSS - T-N-T Raceway, Idalou. Info: 806/942-3526.

WASHINGTON ROAD RACE - WMRRA, Seattle International Raceways, Kent. Info: 206/972-4499.

• WISCONSIN SHORT TRACK - AMA/Aztalan Cycle Club, Aztalan Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

Sun, Aug 13

ARKANSAS HARE SCRAMBLES - Championship Series, Crossroads, Durham. Info: 501/890-6346.

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

• CALIFORNIA GRAND PRIX - Rhino Racing/David Lever, Pozo. Info: 805/489-0694.

CALIFORNIA MOTOCROSS - Over the Hill Gang-Bay area, Club Moto, Livermore. Info: 408/292-3558.

CANADA MOTOCROSS - Midwest Racing Association, Leamington Raceway, Leamington, Ontario. Info: 519/326-3447.

• FLORIDA MOTOCROSS - Double A Promotions, Stateline Summer Series, Hilliard. Info: 912/729-5483.

ILLINOIS TRIALS - Cahokia Creek Dirt Riders, White City. Info: 217/635-2459.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.

• MAINE MOTOCROSS - New England Sports Committee, Lewiston. Info: 413/772-0685.

MARYLAND MOTOCROSS - AMA/Dist 7/Antietam M.C., Hagerstown. Info: 301/797-8686.

MASSACHUSETTS ENDURO - NETRA, Championship Series, Mudslinger, New Boston. Info: 203/875-5757.

• MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix - Rnd 3, Cantamar Sand Dunes, Rosarito. Info: 011/52-661-22525.

• MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517.871-3356.

MISSOURI HARE SCRAMBLES - Mo. Dirt, Eleven Hills, Potosi. Info: 314/392-2475.

NEW HAMPSHIRE TURKEY RUN - NETRA, Red Fox, Canaan. Info: 203/875-5757.

• NEW JERSEY MOTOCROSS - AMA/Jay Irwin/Ken Landerman, Raceway Park MX, Englishtown. Info: 908/446-7800.

• NEW YORK MOTOCROSS - W.N.Y.S.C., WNY Challenge Series - Rnd 2, Batavia. Info: 315/597-1241.

OHIO HARE SCRAMBLE - CRA/Proffer Promotions, Blackcoal Series - Rnd 4, Big Valley Raceway, East Palestine. Info: 216/538-2220.

OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.

• OHIO MOTOCROSS - AMA/American Motosports, Inc., Delaware County Fairgrounds, Delaware. Info: 614/596-2057.

• OREGON ROAD RACE - Roadracing Association of Motorcyclists, Coos Bay International Speedway, Coos Bay. Info: 503/269-2474.

PENNSYLVANIA MOTOCROSS - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., J.K. Racing, Pine Grove. Info: 717/345-6340.

PENNSYLVANIA MOTOCROSS - M+G Racing, Beaver Valley Raceway, Hookstown. Info: 412/693-2880.

PENNSYLVANIA HARE SCRAMBLE - M+G Racing, State Championship, Beaver Valley Raceway, Hookstown. Info: 412/693-2880.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana Raceway, Christiana. Info: 615/896-3245.

VERMONT MOTOCROSS - Vermont Motocross Association, Championship Series, Rider Hill MX Park, Derby. Info: 802/479-9307 or 802/525-3864.

• WISCONSIN MOTOCROSS - AMA/Aztalan Cycle Club Inc., Aztalan Clubgrounds, Lake Mills. Info: 414/297-9367.

WISCONSIN TRIALS - Wisconsin Observed Trials Association Series, Baraboo. Info: 815/232-2731.

Mon, Aug 14

• OHIO MOTOCROSS - AMA/American Motosports, Inc., Meigs County Fair, Pomeroy. Info: 614/596-2057.

Tues, Aug 15

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, Aug 16

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

Thur, Aug 17

• ILLINOIS FLAT TRACK - Badger Racing Assoc. Club, 1/2 mile, Winnebago Co. Fair, Pecatonica. Info: 414/699-3387.

• OHIO MOTOCROSS - AMA/American Motosports Inc., Holmes County Fair, Millersburg. Info: 614/596-2057.

Fri, Aug 18

• CALIFORNIA SPEEDWAY - International Speedway, Harley-Davidson Night, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• CALIFORNIA SUPERCROSS - Cycleland Speedway, Summer Series, Chico. Info: 916/342-0063.

• CALIFORNIA SUPERCROSS - Full Blown Promotions, Friday Nite Motocross, Antelope Valley Fairgrounds, Lancaster. Info: 805/942-7880 or 942-1211.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA SHORT TRACK - AMA, Lawrenceburg Speedway, Lawrenceburg. Info: 513/662-7759.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• NEVADA MOTOCROSS - On Trac Events, Dad's Night Out, Silverstate Motocross, Carson City. Info: 702/267-4392.

• OKLAHOMA MOTOCROSS - Lawton Moto-X Park, Summer Series Nighttime Racing, Lawton. Info: 405/355-1106.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Explosion Night, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Aug 19-20

CALIFORNIA DUAL SPORT - AMA/D-37 Dual Sport/California Trail Rides, 6th Annual Hi-Sierra 250, Sierra Summit Ski Resort, Lake Huntington. Info: 714/992-9291.

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

ILLINOIS DRAG RACE - AMRA, 7th Annual Gateway All Harley Drags, Gateway International Raceway, Fairmont City. Info: 708/250-00838 or 618/482-5501.

• MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

Sat, Aug 19

• CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Truck Giveaway Rnd 7, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA SHORT TRACK - Budweiser Racing, Plaza Park Raceway, Visalia. Info: 209/651-5114.

• CALIFORNIA SHORT TRACK - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA SHORT TRACK - CMC, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA FLAT TRACK - Barona Speedway, Ramona. Info: 619/464-1104.

• CALIFORNIA MOTOCROSS - Marysville MX, Riverfront Park, Marysville. Info: 916/695-2727.

• COLORADO SPEEDWAY & SHORT TRACK - Dirt Ass./IMI/Fun Wheels, Longmont. Info: 303/678-7879.

CONNECTICUT JUNIOR ENDURO - NETRA, Championship Series, Summer Slam Jr., Union. Info: 203/875-5757.

• FLORIDA MOTOCROSS - County Line Raceway, Bradenton. Info: 941/755-8700.

• FLORIDA SUPERCROSS - West Fl. Motocross Park, Milton. Info: 904/994-2884.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

• ILLINOIS MOTOCROSS - AMA/Dist 17/Stadium Moto-X, Megacross Shootout, Tri-County Fairgrounds, Mendota. Info: 815/539-9021.

MARYLAND DIRT DRAGS - Rawlings Dirt Drag Inc, Rawlings. Info: 301/729-6131 or 259-9249.

• NEW HAMPSHIRE SHORT TRACK - AMA/Sideways Promotions, Canaan USA Speedway, Canaan. Info: 508/874-1732.

NEW YORK MOTOCROSS - AHRMA, Claverack MX Track, Claverack. Info: 518/828-6149.

• NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-8519.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO DIRT TRACK - Honda Hills, Linville. Info: 614/323-3766.

• OKLAHOMA MOTOCROSS - RBH Inc., Top Gun National/Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• SOUTH CAROLINA MOTOCROSS - Kilgore Moto-Sports/I-95 Motocross, I-95 Motocross, Hardeeville. Info: 803/784-2408.

VIRGINIA SUPERCROSS - AMA/Birch Creek Motorsports Inc., Danville. Info: 804/836-3633.

Sun, Aug 20

• CALIFORNIA MOTOCROSS - Over the Hill Gang, Gorman. Info: 310/864-6875.

• CALIFORNIA TT SCRAMBLES - AMA/D-36/Dinosaur Racing, modern & vintage, Hollister Hills SVRA upper ranch, Hollister. Info: 408/847-2299.

• CONNECTICUT MOTOCROSS - New England Sports Committee, Central Village. Info: 413/772-0685.

CONNECTICUT HARE SCRAMBLES - NETRA, Championship Series, Union, Union. Info: 203/875-5757.

• FLORIDA MOTOCROSS - ProSports USA, South Florida Motocross Summer Series, County Line Raceway, Ona. Info: 407/333-2356.

• FLORIDA MOTOCROSS - SFMX, County LIne Raceway, Bradenton. Info: 941/755-8700.

• GEORGIA MOTOCROSS - Double A Promotions, Stateline Summer Series, Camden County Motocross, Woodbine. Info: 912/729-5483.

ILLINOIS TRIALS - Rock River Riders, Polo. Info: 815/232-2731.

• ILLINOIS DIRT TRACK - Badger Racing Assoc. Club, 1/2 mile, Henry Co. Fairgrounds, Cambridge. Info: 414/699-3387.

• INDIANA DIRT TRACK - AMA/Dist 15/Fast Track Racing, Summer Thunder Series, 600 National Championship/Half Mile Pro Race, Converse Fairgrounds, Converse. Info: 219/486-7172.

• KANSAS MOTOCROSS - K.O.R.R. Championships, Silver City, Sterling. Info: 316/636-5113.

• KANSAS HARE SCRAMBLES - AMA, Kansas State Forward Motion Hare Scrambles Championship, Lake Perry ORV area, Lake Perry. Info: 913/836-9171.

KENTUCKY HARE SCRAMBLES - Mid South Hare Scrambles Series, Mannington. Info: 615/859-0873.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• NEBRASKA MOTOCROSS - Outlaw MX Series, White Sands Raceway, Ashland. Info: 913/456-2516.

NEW HAMPSHIRE HILLCLIMB - AMA/New England Hillclimbers Assoc. Inc., Lebanon. Info: 413/2267-4713.

• NEW MEXICO MOTOCROSS - AMA/New Mexico Competition Club, East Mountain Sports Park, Moriarty. Info: 505/896-0200.

NEW YORK MOTOCROSS - Long Island Sports Committee/Joseph Merrill, Suffolk Meadows Race Track, Yaphank. Info: 516/924-2399.

• NEW YORK MOTOCROSS - W.N.Y.S.C., WNY Challenge Series - Rnd 3, Silver Springs. Info: 315/597-1241.

NEW YORK SHORT TRACK - Electric City Riders M.C., Schenectady. Info: 518/374-7979 or 518/274-4318.

NORTH CAROLINA HARE SCRAMBLE - Mid East Hare Scramble Series, Mill Pond Hare Scramble, Columbus. Info: 704/484-9000 or 704/937-9177.

OHIO MOTOCROSS - Midwest Racing Association, Best in the Midwest VIII, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO HARE SCRAMBLE - AMA/ Consitution Ridge Raceway/Dynamic Promotions, Belpre. Info: 614/593-6704.

• OKLAHOMA MOTOCROSS - Walnut Creek Motocross Park, Welch. Info: 918/233-7003.

OREGON DUAL SPORT - The South Coast Trail Riders, Surf and Turf Dual Sport, Coos Bay. Info: 503/888-5588 or 800/634-1054.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

TEXAS MOTOCROSS - Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

TEXAS CROSS COUNTRY - Quitman Speedway, Quitman. Info: 903/967-2325.

• VIRGINIA MOTOCROSS - AMA/Birch Creek Motosports Inc., Hammerhead/ Pepsi Grand Championship Series - Rnd 4, Birch Creek Motosports, Danville. Info: 804/836-3633.

WASHINGTON MOTOCROSS - AMA, Washougal Motocross Track, Washougal. Info: 503/673-1671.

WASHINGTON ROAD RACE - WMRRA, Hoquiam Street Race, Hoquiam. Info: 206/972-4499.

Tues, Aug 22

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, Aug 23

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• NEW YORK SUPERCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

Aug 25-27

• CALIFORNIA MOTOCROSS - CMMC, Mini Nationals, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

IDAHO MOTOCROSS - Wild West National Motocross Series, OMC Raceway, Boise. Info: 801/464-5445 or 208/384-5512.

Fri, Aug 25

• CALIFORNIA SPEEDWAY - International Speedway, U.S. National qualifier, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• CALIFORNIA SUPERCROSS - Cycleland Speedway, Final Points race, Chico. Info: 916/342-0063.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA SHORT TRACK - AMA, Lawrenceburg Speedway, Lawrenceburg. Info: 513/662-7759.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• NEVADA MOTOCROSS - On Trac Events, Coca-Cola Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

• NORTH CAROLINA FLAT TRACK - Dixieland Speedway, Elizabeth City. Info: 919/771-5151.

• OHIO DIRT TRACK - AMA/Rodney Grim, half mile, Treaty City/Darke Co. Fairgrounds, Greenville. Info: 513/548-5044.

• OKLAHOMA MOTOCROSS - Lawton Moto-X Park, Summer Series Nighttime Racing, Lawton. Info: 405/355-1106.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Explosion Night, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Aug 26-27

• CALIFORNIA MOTOCROSS - U.S. Womens Motocross Team, Womens World MX Championships, Barona Oaks Raceway, Ramona. Info: 714/754-7305.

ILLINOIS TRIALS - Variety Riders M.C., Ottawa. Info: 815/434-3669.

INDIANA DUAL SPORT - AMA/Stoney Lonesome M/C, Buffaloe 500, Columbus. Info: 317/839-8105.

MINNESOTA ROAD RACE - Central Roadracing Association, Brainerd International Raceway, Brainerd. Info: 612/332-4070.

TEXAS DRAG RACE - AMRA, 3rd Annual Texas All Harley Summer National, Texas Motorplex, Ennis. Info: 708/250-0838.

Sat, Aug 26

• CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night-Truck Giveaway Rnd 5, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA OFF ROAD - San Diego County Sports Committee Inc./D-38/FRT/C/M Cycle, The San Diego Off Roader magazine & Otterz of Hawaii Night Team race, Plaster City east BLM open area, El Centro. Info: 619/427-5759.

• CALIFORNIA SHORT TRACK - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Over the Hill Gang-Bay area, Los Banos. Info: 408/292-3558.

• COLORADO SPEEDWAY & TT - Dirt Ass./IMI/Fun Wheels, Longmont. Info: 303/678-7879.

• FLORIDA MOTOCROSS - County Line Raceway, Bradenton. Info: 941/755-8700.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

• KENTUCKY DIRT TRACK - Paducah Dirt Riders, 1/4 mile, Paducah. Info: 502/444-6438.

• KENTUCKY MOTOCROSS - AMA/Yeiser Enterprises, Thorobred Series, Bluegrass Motocross Park, Winchester. Info: 606/744-5916.

MASSACHUSETS JUNIOR ENDURO - NETRA, Championship Series, Knox II Jr., Southampton. Info: 203/875-5757.

• NEW YORK MOTOCROSS - AMA/Suzuki East Coast Amateur Nationals, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997.

• NORTH CAROLINA SUPERCROSS - N.A.M.E., Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - 226 MX, Marion. Info: 704/652-3758.

• OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern Motocross Park, Malvern. Info: 216/262-4945.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

OHIO MOTOCROSS - AMA/Dist 11/Dirt Country, Blanchester. Info: 513/791-8970.

OHIO MOTOCROSS - AMA/District 11/Honda Hills, vintage, Linville. Info: 614/323-3766.

• OKLAHOMA MOTOCROSS - RBH Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SUPERCROSS - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• TENNESSEE ARENACROSS - KTMXA/Paris Dirttrackers Inc., 5th Annual Tenn. State Championship, Henry Co. Fairgrounds, Paris. Info: 901/642-0511.

Sun, Aug 27

CALIFORNIA SHORT TRACK - Budweiser Racing, Plaza Park Raceway, Visalia. Info: 209/651-5114.

CALIFORNIA HARE SCRAMBLES - Lost Coyotes M.C., "Rabbit Hole Mine" Hare Scrambles, El Mirage OHV area, El Mirage. Info: 805/942-8795.

• CALIFORNIA MOTOCROSS - CMC, Yamaha Dealers Showdown MX Series - Rnd 4, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

• CALIFORNIA MOTOCROSS - Over the Hill Gang, Starwest Supercross Park, Moreno Valley. Info: 310/864-6875.

CANADA MOTOCROSS - Midwest Racing Association, Leamington Raceway, Leamington, Ontario. Info: 519/326-3447.

• FLORIDA MOTOCROSS - ProSports USA, South Florida Motocross Summer Series, Orlando MX Park, Orlando. Info: 407/333-2356.

• FLORIDA MOTOCROSS - Double A Promotions, Stateline Summer Series, Hilliard. Info: 912/729-5483.

• GEORGIA SHORT TRACK - AMA/Weaver Mechanicals, Georgia Karting Komplex, Carnesville. Info: 404/962-7888.

• KANSAS MOTOCROSS - Outlaw MX Series, Northeast Kansas Motocross, Westmoreland. Info: 913/456-2516.

KENTUCKY HARE SCRAMBLE - AMA, KY. State Champion Series, Eagle Creek Park, Owenton. Info: 606/472-3442.

• MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

MASSACHUSETTS TURKEY RUN - NETRA, Slippery Rock, Gardner. Info: 203/875-5757.

MAINE HARE SCRAMBLES - NETRA, Championship Series, Mohawk, Cheshire. Info: 203/875-5757.

MINNESOTA OBSERVED TRIALS - Upper Midwest Trials Association, Thielman. Info: 612/224-0222, 507/645-6065.

MISSOURI HARE SCRAMBLES - Coffee Creek, Canton. Info: 314/392-2475.

• NEW YORK MOTOCROSS - AMA, 125 & 250 National Championships, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997.

NEW YORK OBSERVED TRIALS - AMA/D-4, Medina. Info: 716/796-2727.

• NORTH CAROLINA HARE SCRAMBLES - Devil's Ridge, Lee Co. 100/North Carolina Hare Scramble Series, Sanford. Info: 919/776-2412.

OHIO MOTOCROSS - Midwest Racing Association, Best in the Midwest VIII, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO MOTOCROSS - Broken Spokes Cycle Club, New Philadelphia. Info: 216/339-9265.

• OHIO MOTOCROSS - Kenworthy's G.P. Club Inc., Troy. Info: 513/335-4763.

• OREGON MOTOCROSS - CMC, Trans-Cal MX Nationals - Rnd 1 Pacific Northwest, Albany SX Track, Albany. Info: 503/928-4474.

PENNSYLVANIA MOTOCROSS - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., J.K. Racing, PIne Grove. Info: 717/345-6340.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana Raceway, Christiana. Info: 615/896-3245.

VERMONT MOTOCROSS - Vermont Motocross Association, Championship Series, Rider Hill MX Park, Derby. Info: 802/479-9307 or 802/525-3864.

• VIRGINIA MOTOCROSS - AMA/Birch Creek Motosports Inc., Hammerhead/Pepsi Grand Championship Series - Rnd 5, Actiontown MX Park, Dillwyn. Info: 804/836-3633.

• WASHINGTON FLAT TRACK - AMA/Dist 27/Steve Hyson Productions, Summer Short Track Series, Thurston Co. ORV Park, McCleary. Info: 503/458-5225.

Tues, Aug 29

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, Aug 30

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

• KENTUCKY MOTOCROSS - AMA/American Motosports Inc., Greenup County Fair, Greenup. Info: 614/596-2057.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

Fri, Sept 1

• CALIFORNIA SPEEDWAY - International Speedway, Fox Night, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMC, Carmichael Honda Series, Sacramento Raceway, Sacramento. Info: 916/ 363-2653.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK - J&P Promotions, 7th Annual Nostalgic Antique Motorcycle Half-mile, Mississippi Valley Fairgrounds, Davenport. Info: 319/462-6011.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• MICHIGAN FLAT TRACK - AMA/Auto City Speedway, asphalt, Clio. Info: 810/687-7384 or 659-0325.

• NEVADA MOTOCROSS - On Trac Events, Sub Factory Night & last Friday Night race, Silverstate Motocross, Carson City. Info: 702/267-4392.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Sept 2-3

ALABAMA MOTOCROSS - Rocket City Raceeway, Inc./The Huntsville Jaycees, Madison County Fairgrounds, Huntsville. Info: 205/772-3108.

CANADA ROAD RACE - CMA/ASM, Alma "Downtown", Quebec. Info: 514/582-4051.

• KENTUCKY MOTOCROSS - AMA, Daniel Boone Motocross Park, Sheltowee Series - Rnd 13 & 14/Suzuki Frontier Day, London. Info: 606/877-1364.

MARYLAND DIRT DRAGS - Rawlings Dirt Drag Inc, Rawlings. Info: 301/729-6131 or 259-9249.

MINNESOTA OBSERVED TRIALS - Upper Midwest Trials Association, Thielman. Info: 612/224-0222, 507/645-6065.

NEVADA MOTOCROSS - International Old Timers, Fernley. Info: 702/475-2651 or 702/359-0695.

• PENNSYLVANIA MOTOCROSS - AMA/Racer Productions, Steel City USA, Pro MX National Championships, Delmont. Info: 304/594-1157.

VERMONT MOTOCROSS - N.E.M.A., Championship Series, Rider Hill MX Park, Derby. Info: 802/479-9307 or 802/525-3864.

Sat, Sept 2

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA SHORT TRACK - CMC, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross/Combo Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA FLAT TRACK - Barona Speedway, Ramona. Info: 619/464-1104.

• FLORIDA MOTOCROSS - County Line Raceway, Bradenton. Info: 941/755-8700.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

INDIANA SHORT TRACK - AMA, Lawrenceburg Speedway, Lawrenceburg. Info: 513/662-7759.

• INDIANA SHORT TRACK - AMA/Dist 15/Fast Track Racing, Summer Thunder Series, Lions Club Park, Upland. Info: 219/486-7172.

• MEXICO GRAN PRIX - Baja Promotions/BP Racing, The Tecate Gran Prix, Tecate, Baja California. Info: 818/992-6355 or 818/340-5750.

NEBRASKA DRAG RACE - AMRA, All Harley Drags, Scribner. Info: 402/476-3540.

• NEW YORK SUPERCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

• NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-8519.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

Sept 3-4

• COLORADO SUPERCROSS - MPM MX Promotions, 2nd Annual Iron Horse Rally Supercross, Sky Ute downs, Ignacio. Info: 505/334-9719.

• KANSAS MOTOCROSS - GNC qualifier, Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

Sun, Sept 3

• ARIZONA OFF ROAD - Whiplash Motorsports, Snowflake 125, Snowflake. Info: 602/971-3730.

• FLORIDA MOTOCROSS - ProSports USA, South Florida Motocross Summer Series, County Line Raceway, Ona. Info: 407/333-2356.

• FLORIDA MOTOCROSS - SFMX, County Line Raceway, Bradenton. Info: 941/755-8700.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

MASSACHUSETTS TURKEY RUN - NETRA, Triple B#1, New Boston. Info: 203/875-5757.

• MAINE MOTOCROSS - New England Sports Committee, Lewiston. Info: 413/772-0685.

• NEW JERSEY MOTOCROSS - AMA/ Jay Irwin/Ken Landerman, 3rd Annual Vet & Vintage Reunion, Raceway Park MX, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS - AMA/Ace Motocross, 1995 Championship Point Series, Modena. Info: 914/463-2093.

• NEW YORK MOTOCROSS - W.N.Y.S.C./Frozen Ocean Motocross Park, Inc., Auburn. Info: 315/784-5466.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

1995 Championship Point Standings

Road Race

AMA SUPERBIKE NAT'L C'SHIP
(After 7 of 10 rounds)

1. Mike Hale (Hon), Carrollton, TX (199/1 win)
2. Miguel DuHamel (Hon), Canada (191/4 wins)
3. Fred Merkel (Suz), Stockton, CA (177)
4. Tom Kipp (Yam), Mentor, OH (166)
5. Freddie Spencer (Duc), Shreveport, LA (157/1 win)
6. Dale Quarterley (Duc), Westfield, MA (153)
7. Thomas Stevens (Suz), Sanibel Island, FL (137)
8. Donald Jacks (Suz), St. Cloud, FL (128)
9. Mike Smith (Duc), Canton, GA (119)
10. Pascal Picotte (Kaw), Canada (114)

AMA 600cc SUPERSPORT SERIES
(After 8 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (272/6 wins)
2. Mike Hale (Hon), Carrollton, TX (228/2 wins)
3. Jamie Bowman (Hon), Tequesta, FL (194)
4. Hikaru Miyagi (Hon), Japan (186)
5. Michael Barnes (Kaw), Boca Raton, FL (185)
6. Thomas Wilson (Kaw), Oregon, OH (183)
7. Steve Crevier (Kaw), Canada (170)
8. Pascal Picotte (Kaw), Canada (150)
9. Larry Pegram (Hon), Baltimore, OH (145)
10. Owen Weichel (Kaw), Canada (127)

AMA 750cc SUPERSPORT SERIES
(After 7 of 10 rounds)

1. Tom Kipp (Yam), Mentor, OH (224/2 wins)
2. Fred Merkel (Suz), Stockton, CA (200/5 wins)
3. Thomas Wilson (Kaw), Oregon, OH (189)
4. James Randolph (Kaw), Santa Rosa, CA (184)
5. Mark McDaniel (Suz), Birmingham, AL (163)
6. Donald Jacks (Suz), St. Cloud, FL (141)
7. Fritz Kling (Yam), Lansing, MI (120)
8. Hikaru Miyagi (Hon), Japan (119)
9. Gerald Rothman Jr. (Suz), Manchester, CT (111)
10. Aaron Yates (Suz), Milledgeville, GA (110)

AMA 250cc GRAND PRIX SERIES
(After 6 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (242/6 wins)
2. Nick Ienatsch (Yam), Los Angeles, CA (202)
3. Chuck Sorenson (Yam), Livermore, CA (192)
4. Mike Sullivan (Yam), Centralia, WA (178)
5. Randy Renfrow (Hon), Fredericksburg, VA (173)
6. Greg Esser (Yam), Pompano, FL (154)
7. Bobby Keith (Yam), Redwood City, CA (122)
8. Roland Sands (Yam), Long Beach, CA (117)
9. Jeff Vos (Apr), Holland, MI (116)
   Christopher Rankin (Yam), Austin, TX (116)

AMA H-D SUPERTWINS SERIES
(After 8 of 10 rounds)

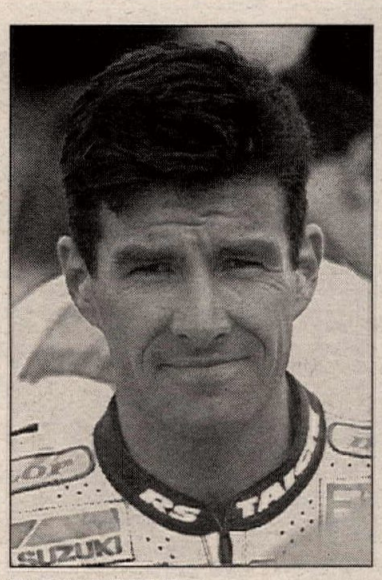
1. Scott Zampach (H-D), Milwaukee, WI (217/3 wins)
2. Matt Wait (H-D), Modesto, CA (205/1 win)
3. Shawn Higbee (H-D), Marina Del Rey, CA (201/3 wins)
4. Eric Bostrom (H-D), Redondo Beach, CA (198)
5. Billy Graef (H-D), Sheboygan, WI (175)
6. Andy Fenwick (H-D), Neenah, WI (173)
   Matthew Guidera (H-D), Citrus Heights, CA (173)
8. Owen Weichel (H-D), Canada (156)
9. Mario DuHamel (H-D), Canada (153)
10. Ben Bostrum (H-D), Redondo Beach, CA (138)

AMA 125cc GRAND PRIX SERIES
(After 6 of 9 rounds)

1. Rodney Fee (Hon), Los Angeles, CA (183/1 win)
2. Randy Renfrow (Hon), Fredericksburg, VA (162/1 win)
3. Billy Graef (Yam), Sheboygan, WI (148)
4. Masahiro Iizuka (Hon), Japan (125/2 wins)
5. Todd Bowman (Hon), Canada (121)
6. Kevin Murray (Hon), Vista, CA (118)
7. Mike Mondo (Hon), Pleasant Hill, CA (117)
8. David Pare, (Hon), Elk Grove, CA (116)
9. Takahito Mori (Hon), Japan (102/2 wins)
10. Andre Castanos (Hon), Redondo Beach, CA (100)

500cc WORLD CHAMPIONSHIP
(After 9 of 14 rounds)

1. Michael Doohan (Hon), Australia (170/6 wins)
2. Daryl Beattie (Suz), Australia (155/2 wins)
3. Luca Cadalora (Yam), Italy (110)
4. Alex Criville (Hon), Spain (108)
5. Alberto Puig (Hon), Spain (99)
6. Shinichi Itoh (Hon), Japan (83)
7. Alex Barros (Hon), Brazil (71)
8. Loris Capirossi (Hon), Italy (61)
9. Norifumi Abe (Yam), Japan (55)
10. Juan Borja (Yam), Spain (43)



THOMAS STEVENS

250cc WORLD CHAMPIONSHIP
(After 9 of 14 rounds)

1. Max Biaggi (Apr), Italy (188/5 wins)
2. Tetsuya Harada (Yam), Japan (149/1 win)
3. Ralf Waldmann (Hon), Germany (148/3 wins)
4. Tadayuki Okada (Hon), Japan (93)
5. Jean-Philippe Ruggia (Hon), France (81)
6. Nobuatsu Aoki (Hon), Japan (80)
7. Kenny Roberts Jr. (Yam), Modesto, CA (60)
8. Luis d'Antin (Hon), Spain (52)
9. Carles Checa (Hon), Spain (45)
10. Jurgen van der Goorbergh (Hon), Netherlands (41)

125cc WORLD CHAMPIONSHIP
(After 9 of 14 rounds)

1. Haruchika Aoki (Hon), Japan (161/6 wins)
2. Stefano Perugini (Apr), Italy (112)
3. Kazuto Sakata (Apr), Japan (102/ 1 win)
4. Dirk Raudies (Hon), Germany (89.5/1 win)
5. Akira Saito (Hon), Japan (79)
6. Emilio Alzamora (Apr), Italy (72)
7. Peter Oettl (Apr), Germany (67)
8. Tomomi Manako, (Hon) Japan (64)
9. Hideyuki Nakajoh (Hon), Japan (63)
10. Noboru Ueda (Hon), Japan (44)

WORLD SUPERBIKE CHAMPIONSHIP
(After 8 of 12 rounds)

1. Carl Fogarty (Duc), England (345/9 wins)
2. Troy Corser (Duc), Australia (209/2 wins)
3. Aaron Slight (Hon), New Zealand (183/1 win)
4. Fabrizio Pirovano (Hon), New Zealand (144)
5. Anthony Gobert (Kaw), Aus (137/ 1 win)
6. Yasutomo Nagai (Yam), Japan (135)
7. Pier-Francesco Chili (Duc), Italy (127/1 win)
8. Simon Crafar (Hon), New Zealand (122)
9. Mauro Lucchiari (Duc), Italy (118/2 wins)
10. Colin Edwards (Yam), Conroy, Texas (115)

Motocross

AMA U.S. SUPERCROSS SERIES
(After 15 of 15 rounds)

1. Jeremy McGrath (Hon), Murrieta, CA (320/10 wins)
2. Larry Ward (Yam), Florence, SC (270)
3. Jeff Emig (Yam), Riverside, CA (251/1 win)
4. Mike Kiedrowski (Kaw), Canyon Country, CA (240)
5. Doug Henry (Hon), Oxford, CT (211)
6. Mike LaRocco (Kaw), South Bend, IN (208/2 wins)
7. John Dowd (Yam), Fullerton, CA (188)
8. Brian Swink (Hon), Linden, MI (166)
9. Steve Lamson (Hon), Pollock Pines, CA (138)
10. Mike Craig (Hon), Lakeside, CA (133)

AMA EASTERN REGIONAL 125cc SX SERIES
(After 10 of 10 rounds)

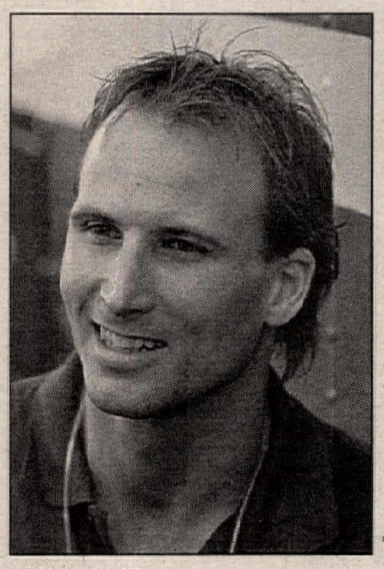
1. Mickael Pichon (Kaw), New Iberia, LA (213/4 wins)
2. Mike Brown (Hon), Gray, TN (149/2 wins)
3. Davey Yezek (Suz), Mount Pleasant, PA (147)
4. Tim Ferry (Kaw), Palm Harbor, FL (129/2 wins)
5. Kevin Windham (Yam), Baton Rouge, LA (120)
6. Barry Carsten (Suz), Rayville, NJ (101)
7. James Dobb (Hon), Dayton, OH (96)
8. Jim Neese (Hon), Whitsett, SC (87)
9. Mike Treadwell (Suz), Rumford, ME (76)
10. Nathan Ramsey (Suz), Hixson, TN (69)

AMA WESTERN REGIONAL 125cc SX SERIES
(After 8 of 8 rounds)

1. Damon Huffman (Suz), Acton, CA (194/6 wins)
2. Ryan Hughes (Kaw), Escondido, CA (167/1 win)
3. David Pingree (Kaw), Menifee, CA (135)
4. Craig Decker (Suz), Palm Desert, CA (126)
5. Chad Pederson (Hon), Fort Dodge, IA (115)
6. Greg Schnell (Suz), Cucamonga, CA (66)
7. Cory Keeney (Yam), St. Paul, MN (64)
8. Scott Sheak (Suz), Corona, CA (63)
9. Pedro Gonzalez (Yam), Corona, CA (57)
10. Brian Deegan (Hon), Bellevue, NE (54)

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES
(After 10 of 12 rounds)

1. Jeremy McGrath (Hon), Murrieta, CA (426/5 wins)
2. Jeff Emig (Yam), Riverside, CA (393/1 win)
3. Mike Kiedrowski (Kaw), Canyon Cntry, CA (322/2 wins)
4. John Dowd (Yam), Chicopee, MA (279)
5. Mike LaRocco (Kaw), South Bend, IN (256/1 win)
6. Kyle Lewis (Yam), Rosamond, CA (247)
7. Larry Ward (Yam), Florence, SC (235)
8. Greg Albertyn (Suz), Corona, CA (222)
9. Phil Lawrence (Kaw), Menifee, CA (188)
10. Damon Bradshaw (Yam), Mooresville, NC (175)



JOHN DOWD

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES
(After 10 of 12 rounds)

1. Ryan Hughes (Kaw), Escondido, CA (377/2 wins)
2. Mike Brown (Hon), Gray, TN (371/1 win)
3. Steve Lamson (Hon), Pollock Pines, CA (370/4 wins)
4. Damon Huffman (Suz), Acton, CA (360)
5. Robbie Reynard (Kaw), Moore, OK (328/2 win)
6. Mickael Pichon (Kaw), Shelby, NC (281)
7. Chad Pederson (Hon), Fort Dodge, IA (223)
8. Tim Ferry (Suz), Palm Harbor, FL (219/1 win)
9. Denny Stephenson (Suz), Omaha, NE (169)
10. Brian Deegan (Hon), Bellevue, NE (163)

WORLD CHAMPIONSHIP 125cc MX SERIES
(After 10 of 12 rounds)

1. Alessandro Puzar (Hon), Italy (287/3 wins)
2. Alessio Chiodi (Yam), Italy (282/4 wins)
3. Sebastien Tortelli (Kaw), France (201)
4. Claudio Federici (Yam), Italy (171/1 win)
5. Dave Strijbos (Suz), Holland (168)
6. Jimmy Button (Hon), Corning, NY (164)
7. Mikael Maschio (Yam), Italy (142/1 win)
8. Massimo Bartolini (TM), Italy (135)
9. Michele Fanton (Kaw), Italy (134)
10. Paul Malin (Yam), Great Britain (118/1 win)

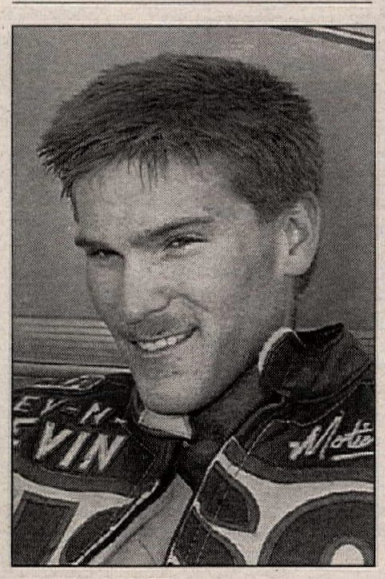
WORLD CHAMPIONSHIP 250cc MX SERIES
(After 10 of 15 rounds)

1. Stefan Everts (Suz), Belgium (280/4 wins)
2. Tallon Vohland (Kaw), San Jose, CA (239)
3. Marnicq Bervoets (Suz), Belgium (236/2 wins)
4. Kurt Nicoll (Hon), Great Britain (234/1 win)
5. Peter Beirer (Hon), Germany (194)
6. Bob Moore (Yam), Canyon Country, CA (183)
7. Werner DeWit (Suz), Belgium (180)
8. Andrea Bartolini (Yam), Italy (149/2 wins)
9. Pedro Tragter (Suz), Holland (137)
10. Yves Demaria (Yam), France (98/1 win)

WORLD CHAMPIONSHIP 500cc MX SERIES
(After 9 of 12 rounds)

1. Trampas Parker (KTM), Shreveport, LA (245/1 win)
2. Joel Smets (Hbg), Belgium (243/4 wins)
3. Darryll King (Kaw), New Zealand (197)
4. Peter Johansson (Hus), Sweden (191)
5. Gert Jan Van Doom (Ver), Holland (141)
6. Gerald Delepine (Hon), Belgium (140/2 wins)
7. Shayne King (KTM), New Zealand (132)
8. Jacky Martens (Hus), Belgium (130/1 win)
9. Johan Boonen (Hus), Belgium (92)
10. Peter Dirkx (Hon), Belgium (90)

Dirt Track



KEVIN VARNES

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 13 of 24 rounds)

1. Scott Parker (H-D), Swartz Creek, MI (155/4 wins)
2. Rich King (Hon), Waterloo, IA (121)
3. Chris Carr (H-D), Valley Springs, CA (118/2 win)
4. Will Davis (Hon), Goldsboro, NC (114/1 win)
5. Jay Springsteen (H-D), Lapeer, MI (99/1 win)
6. Kevin Atherton (Hon), White Pigeon, MI (97)
7. Steve Morehead (H-D), Findlay, OH (78/1 win)
8. Ronnie Jones (H-D), Oklahoma City, OK (70)
9. Kevin Varnes (Hon), Pottstown, PA (68/1 win)
10. Mike Hacker (KTM), Prince George, VA (66)

AMA HARLEY-DAVIDSON 883 NATIONAL DIRT TRACK SERIES
(After 9 of 17 rounds)

1. Jay Springsteen, Lapeer, MI (161/7 wins)
2. Mike Hacker, Prince George, VA (125)
3. Georgie Price IV, Sicklerville, NJ (91)
4. Jason Fletcher, Warren, CT (82)
5. James Hart, Centralia, IL (70/1 win)
6. Matt Wait, Lodi, CA (45/1 win)
7. Doug Beattie, Canada (44)
8. Nate Wait, Lodi, CA (40)
9. Lance Jones, Ohatchee, AL (37)
10. Keith Jacobsen (H-D), Montgomery, NY (33)

Speedway

WORLD C'SHIP INDIVIDUAL SPEEDWAY SERIES
(After 3 of 6 rounds)

1. Hans Nielsen, Denmark (53)
2. Tony Rickardsson, Sweden (45)
3. Henka Gustafsson, Sweden (42)
4. Billy Hamill, Monrovia, CA (41/1 win)
5. Mark Loram, Great Britain (40)
   Chris Louis, Great Britain (40)
7. Tomasz Gollob, Poland (38/1 win)
8. Sam Ermolenko, Cypress, CA (35)
9. Marvyn Cox, Germany (33)
10. Greg Hancock, Costa Mesa, CA (31)

Off-Road

WORLD C'SHIP OBSERVED TRIALS SERIES
(9 of 10 rounds)

1. Jordi Tarres (G-G), Spain (162/5 wins)
2. Marc Colomer (Mon), Spain (151/3 wins)
3. Tommi Ahvala (Fan), Finland (117/1 win)
4. Doug Lampkin (Bet), Great Britain (107)
5. Joan Pons (G-G), Spain (99)
6. Donato Miglio (G-G), Italy (86)
7. Bruno Camozzi (Bet), France (74)
8. Steve Colley (G-G), Great Britain (64)
9. Amos Bilbao (Bet), Spain (53)
10. Kenichi Kuroyama (Bet), Japan (50)

MARC COLOMER

NATIONAL TRIALS SERIES
(After 7 of 11 rounds)

1. Ryan Young (G-G), Lexington, KY (190/3 wins)
2. Geoff Aaron (Bet), Redding, CT (175/3)
3. Jess Kempkes (G-G), Lincoln, NE (119/1)
4. Olivier Clamagirand (G-G), Brea, CA (110)
5. Raymond Peters (Fan), Moreland, NY (104)
6. Matt Moore (G-G), Sapulpa, OK (88)
7. Andy Saum (G-G), Phoenix, AZ (71)
8. Lonny Hallsted (Bet), Clackamus, OR (66)
9. John Clark (Mon), Huntsville, AL (64)
10. Chuck Sutton (Bet), NM (49)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 6 of 9 rounds)

1. Ty Davis (Kaw), Hesperia, CA (163/4 wins)
2. Randy Hawkins (Suz), Travelers Rest, SC (132)
3. Steve Hatch (Suz), Ithaca, NY (126)
4. Kelby Pepper (Kaw), Center, CO (107/1)
5. Mike Lafferty (Kaw), Millville, NJ (86)
6. Danny Hamel (Kaw), Boulder City, NV (60)
7. James Gray (KTM), Gunnison, CO (50)
8. Mat Stavish (KTM), Blaine, MN (46)
9. Kevin Bennett (Hon), Milleville, NJ (37)
10. George Waller (Kaw), Pleasant Grove, AL (34)

AMA NATIONAL C'SHIP HARE & HOUND SERIES
(After 4 of 6 rounds)

1. Danny Hamel (Kaw), Boulder City, NV (120/4 wins)*
2. Greg Zitterkopf (KTM), Chino, CA (71)
3. Ty Davis (Kaw), Hesperia, CA (50)
   Dan Richardson (Hon), Huntington Beach, CA (50)
5. Drey Dircks (Hon), Tehechapi, CA (48)
6. Abe Baumann (Kaw), Garden Grove, CA (45)
7. Jeff Capt (Hon), Glendora, CA (43)
8. James Gray (KTM), Gunnison, CA (42)
9. Ted Hunnicutt (Kaw), Newbury Park, CA (41)
   John Campbell (Hon), San Juan Capistrano, CA (41)

*Clinched championship

AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES
(After 6 of 9 rounds)

1. Scott Summers (Hon), Petersburg, KY (140/1 win)
2. Rodney Smith (Suz), Oakley, CA (135/1 win)
3. Scott Plessinger (KTM), Hamilton, OH (113/2 wins)
4. Jason Dahners (KTM), Redmond, WA (71)
5. Eric Mashbir (Hon), Oakland, CA (67)
6. Steve Hatch (Suz), Ithica, NY (66/1 win)
7. Steve Leivan (Yam), Eldon, MO (58)
8. Leigh Latellier, Kansas City, KS (47)
9. Duane Conner (Yam), Washington, PA (34)
10. Ty Davis (Kaw), Hesperia, CA (30/1 win)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 7 of 12 rounds)

1. Fred Andrews (Yam), Salem, OH (111/1 win)
2. Guy Cooper (Suz), Stillwater, OK (102)
3. Tommy Norton (Yam), Norfolk, MA (97)
4. Scott Summers (Hon), Petersburg, KY (96/3 wins)
5. Scott Plessinger (KTM), Hamilton, OH (94/2 wins)
6. Steve Hatch (Suz), Ithaca, NY (90)
7. Duane Conner (Yam), Washington, PA (78)
8. Tim Shephard (Yam), Hamilton, OH (72)
9. Terry Cunningham (Yam), Athens, OH (53)
10. Brian Keegan (Yam) (52)

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Service Manager
Looking for service manager to manage multi line dealership service dept. Must be self motivated, customer focused, able to manage people and interested in service career. Excellent pay plan, benefits and working conditions. Send resume to the Engelhart Center, 1589 Greenway Cross, Madison, WI 53713, attn: Jerr Englehart. (608) 274-2366. WI. (231-32)

Parts Manager Wanted
For multi-line dealership. Must have knowledge of motorcycle, ATV, PWC, snowmobile, and experience in working with vendor ordering. This Colorado mountain dealership has immediate opening for person with the right attitude! Pay and benefits discussed at interview. Send resume and references to POB 331, Florence, CO 81226. CO. (130-33)

Class A Mechanic Wanted
Experience on motorcycles, ATVs, PWC, snowmobiles, repairs a must. Own tools and the right attitude can qualify you to work in this Colorado, mountain, multi-line dealership. Send resume and references to POB 331, Florence, CO 81226. CO. (130-33)

Service Writer for MC Repair Shop
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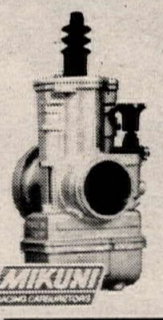

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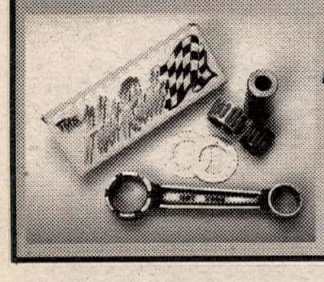

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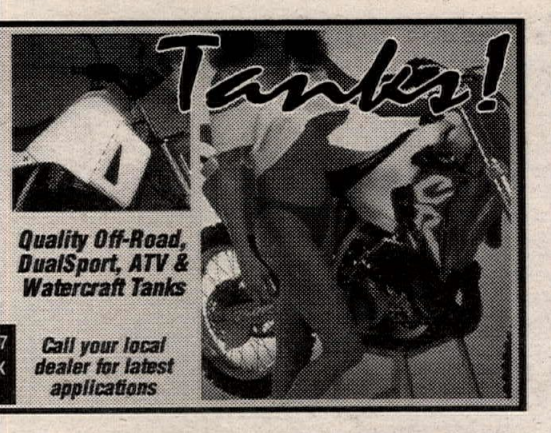

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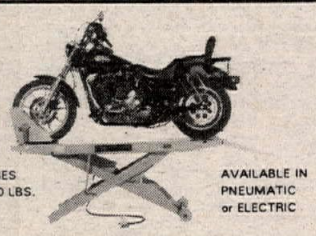

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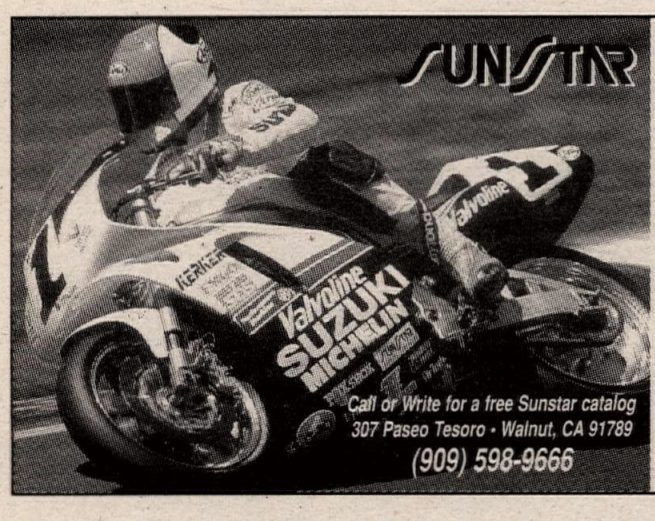

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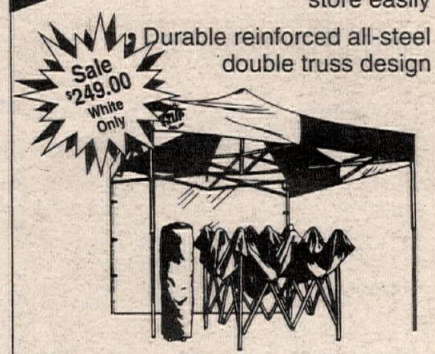

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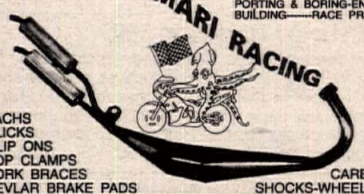

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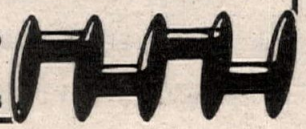

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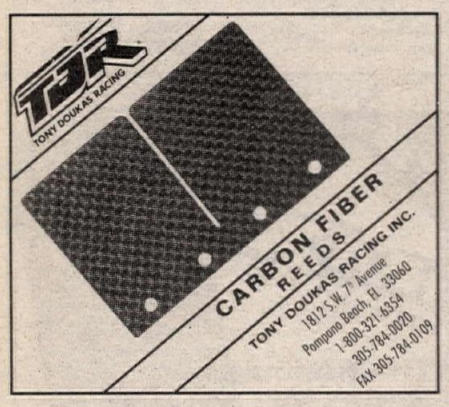

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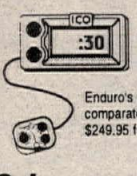

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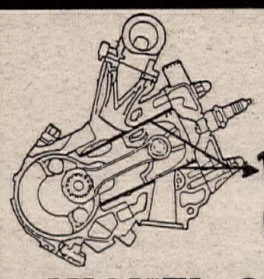

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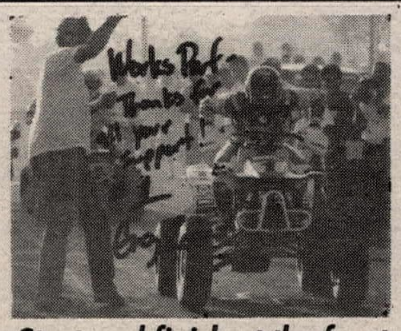

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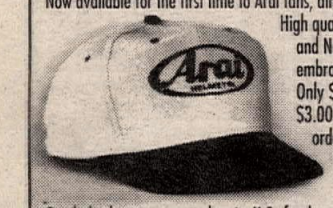

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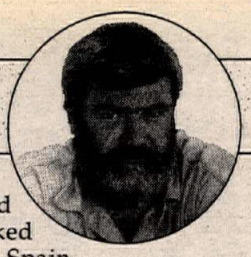
IN THE PADDOCK

By Michael Scott



So far this year, it hasn't been easy to know how to react to Luca Cadalora.

Any triple World Champion (once 125cc, twice 250cc) clearly should command respect. But his petulant performance on the troubled Team Marlboro Roberts Yamahas has complicated matters considerably.

It's all about his dislike of Dunlop tires, and insistence that the team switch to Michelins forthwith. This began at the second race, but has been thwarted on all sides ever since. His response was to sulk, which in racing terms means riding without enthusiasm, then often as not pitting an otherwise healthy motorcycle rather than take big-time risks for small-time rewards.

All the while, teammate Norifumi Abe has had his head down, racing as hard as he can while also learning the bike and a whole set of new tracks. When he has fallen off (only twice in the first eight races) he's immediately remounted and tried to carry on. In other words, he's behaved just like a real racer.

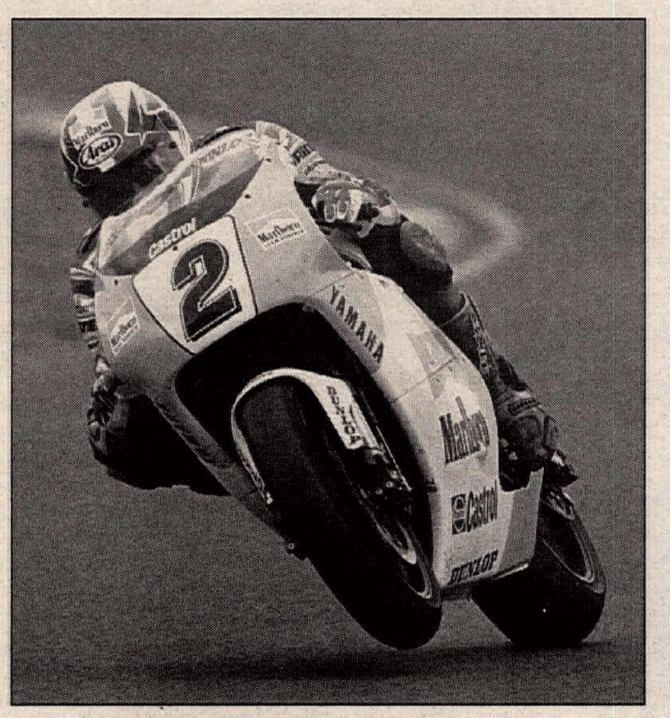
So where does this leave Luca? Do we respect him for having the courage to ride below his ability on a point of principle? Or feel mild contempt because he lacks the courage to challenge his own weaknesses? Is he being brave or feeble?

Methinks he will gain more sympathy if he continues with what at Le Mans seemed a revival of spirit. There he claimed his third second place of the year, fending off a determined if injured Daryl Beattie for full race distance. When the rear tire had started to slide, he let it slide and kept the gas open. "I've never been able to do that before. Today must be a special day," he said afterwards, with an almost shy smile.

What exactly led to this revival, and indeed the slump before it?

Tires; but they are just part of it. In a second near-disastrous year for the formerly dominant Team Roberts, the disintegration of confidence has kept on spreading, showing that all the budget in the world, as well as the most manpower in the paddock, are nothing without the right spirit.

The once mighty squad is alone among 500cc works teams in using Dunlops instead of Michelins. The choice was at least partly because the rider upon whom the team's greatest success was built - Wayne Rainey - liked them for their more forgiving nature at the point of breaking away, an area where only he and one or two other riders could ride.



Luca Cadalora - hero or headcase?

The tires had always been troublesome, however. Other riders complained of difficulty in finding a good front-rear combination; and of poor quality control that led to tire chunking, inconsistencies, and even out-of-round tires.

At the end of 1992, Dunlop persuaded Roberts to stay married and to address these problems by backing a full-time test team, with Randy Mamola in the saddle.

And there was the money. Nobody knows how much, but it is believed that Dunlop's financial contribution to the most expensive team in the paddock goes significantly beyond footing the test-team bill. And Kenny Roberts has plenty of outgoings. His team seems to include a fair proportion of the population of his native Modesto, among many others. Kenny loves hiring people, but is believed to have fired only two people in the past decade.

The next problem was the worst - Rainey's catastrophic crash in 1993. After that, the heart went out of the team to such an extent that it probably rebounded on tire development too. Certainly Luca was complaining of the infidelity of the front wheel last year, even while adding two race wins to his first of the previous season.

When the same problems continued into 1995, at least Dunlop had a reason. The Han-Shin earthquake in January had flattened their Kobe factory. This hadn't introduced new problems. Indeed, the troublesome fronts came from the British plant at Fort Dunlop outside Birmingham. But the widescale disruption to the company helped explain why they hadn't been able to fix the old ones in time.

Luca didn't buy it. After crashing through losing the front in Australia, he toured ignominiously into the pits in Malaysia, where the first of several angry confrontations with Roberts is understood to have taken place.

It was now that Luca embarked on his campaign to get the team to switch to Michelins. This took several levels. One was through the Italian Press. Luca made his feelings very clear, and even after the third race it took only a little of a headline-writer's imagination to come up with: "Get Michelins or I Quit".

Roberts had already approached the French tire people, who in turn canvassed their contracted runners Suzuki and Honda for a reaction. No way, came the response. Thus they told Roberts the best he could do was to buy production tires, like any private team. It is a measure of the need to try to help Cadalora that Kenny did so. They worked rather well in Spain and Germany (Dunlop stickers remained on the bike), and he was second twice over. Then came the crisis at home in Italy.

At Mugello, the production tires just didn't work so well. New Japan-made tires were by now already available from Dunlop's newly built factory at Nagoya (an impressive achievement, with bike tires taking precedence over car-racing tires), but Luca eschewed them in favor of touring around looking glum. In the race, new boy Scott Russell overtook him, and said, "He was riding like he was on vacation", and only the threat of being overtaken by top privateer Bernard Garcia in the closing laps inspired him to take up a semblance of racing speed again.

This was just what the public saw. The real crisis had taken place at dinner before the meeting began. Roberts finally lost his cool, it is reported, and had a shouting face-to-face fight, threatening Luca: "I could have you sitting on a straw bale for the rest of the year."

After the race, a dismal Luca blamed "my head" for the result, and commented to the Italian newspapers, "Kenny Roberts cares more about Dunlop's money than he does about winning." Again there were widespread predictions that the pair would not finish the year together.

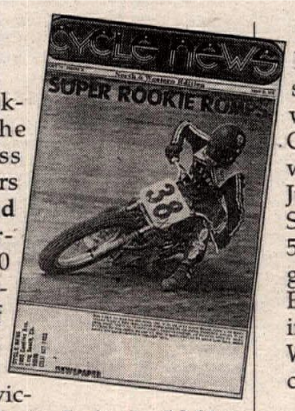
The mood remained distant at Assen, where Roberts, asked if indeed he was planning to sack the Italian, said, "It depends which hour you ask me."

Then the tension finally broke at Le Mans. It was as though Luca suddenly accepted that his campaign for Michelins had failed, and with rumors of a Marlboro-Honda-Pileri 500 ride for next year it also seemed he'd decided at last to follow Roberts' constant exhortations to "ride what we have." As Kenny said later, "We always knew Luca could ride it. If he wanted to."

Only time will tell how long this truce will last, but it is worth noting that there have been several times before that Luca finished a season more strongly than he started.

LOOKING BACK...

25 YEARS AGO... AUGUST 25, 1970



The "super rookie" doing the romping across the cover of 25 years past was **David Aldana**, who surprised a field of 60 Experts by trouncing the likes of **Dick Mann**, **Kevin Pressgrove**, and **Jim Rice** to claim victory at the Terre Haute, Indiana, AMA Half-Mile Championship. Rice's second-place finish was enough to take him within two points of National points leader Mann...**J.N. Roberts** jumped aboard his faithful Husky to battle both serious blisters and a very serious **Rich Thorwaldson** for the big desert win at European Scrambles in Adelanto, California...The San Gabriel Valley Speedway officially opened with plenty of full-lock slides due to an almost complete lack of straightaways, and the oval made for exciting racing between **Scott Autrey** and **Larry Shaw**, Shaw emerging the victor after rocketing off the line with his well-known "jackrabbit start"...If your name was 'Scott' you were destined to be hot at the Orange County Speedway as **Scott Smith** easily won the 125cc Junior TT and the 250cc Junior TT, and **Gary Scott** won the 125cc Senior TT, the 250cc Senior TT, and the 500 Senior TT...Ascot MX saw **Tim Hart** grab wins in both the 125cc and 250cc Expert classes and a second-place finish in the 500cc Expert class race, while Jim West claimed two victories in the 500cc class.

15 YEARS AGO... AUGUST 20, 1980

Hank Scott of Team Jesus had plenty to smile about after wrapping up his fourth National win of the season and putting himself back on top of the points standings over **Randy Goss**. Scott gave all credit for his Winston Pro Series sweep to God and fellow members of Team Jesus...Dutchman **Wil Hartog** took an easy victory in the 500cc Finnish GP over **Kenny Roberts** in round seven of the World Championship Road Race series, but Roberts' second-place finish was enough to ensure continued points domininance... **Bruce Ogilvie** and **Chuck Miller** proved to be a devastating duo, winning the Rovers M.C. D-37 team race by no less than a 12-minute margin aboard factory Yamaha YZ465s...Speedway week had good things in store for **Mike Faria**, **Alan "Crazy" Christian** and **Bob McLain**, all winners in main events, Faria and Christian both two-time victors.

5 YEARS AGO... AUGUST 15, 1990

Chris Carr earned the nickname "Prince of Peoria" after winning both the 25-lap main event and the five-lap Challenge at the Peoria TT National, extending his points lead to 17 over defending Grand National Champion **Scott Parker** with seven races left in the series...**Doug Chandler** used the Mid-Ohio course to extend his points lead to 32, winning his fourth Superbike National of the season and sharing the spotlight with teammate **Scott Russell**, who finished in an astounding second place after starting in 38th position. **Al Salaverria** took advantage of the absence of 250cc Grand Prix Series points leader **Chris D'Aluisio** to take his second win of the year, **Jamie James** clinched the AMA Circle Bell Pro Twins GP1 class title by taking his sixth consecutive victory, and **Dave Sadowski** crashed, won, and then took over the points lead in the 600cc class...Other roadracing action saw **Rich Oliver** finally win a WERA Formula USA National, Team Suzuki riders **Kurt Hall**, **Mike Smith** and **Britt Turkington** win their eighth WERA National Endurance race of the year, and the **Eddie Lawson/Tadahiko Taira** duo dominated the Suzuka 8-Hour.

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AUGUST 1995 SCHEDULE ON ESPN

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Sunday	8/6	2:00-2:30am	&	Monday	8/7	5:00-5:30pm
Sunday	8/13	3:00-3:30am	&	Tuesday	8/15	5:00-5:30pm
Sunday	8/20	3:00-3:30am	&	Wednesday	8/23	5:00-5:30pm
Sunday	8/27	2:30-3:00am	&	Monday	8/28	5:00-5:30pm
PACIFIC TIME						
Saturday	8/5	11:00-11:30pm	&	Monday	8/7	2:30-3:00pm
Saturday	8/13	12:00-12:30am	&	Tuesday	8/15	2:00-2:30pm
Saturday	8/19	11:30-12:00am	&	Wednesday	8/23	2:00-2:30pm
Saturday	8/26	11:30-12:00am	&	Monday	8/28	2:00-2:30pm

AUGUST 1995 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
Saturday	8/5	7:00-7:30am	& Saturday	8/5	4:00-4:30am
	8/5	6:30-7:00pm	&	8/5	3:30-4:00pm
Saturday	8/12	7:00-7:30am	& Saturday	8/12	4:00-4:30am
Saturday	8/19	7:00-7:30am	& Saturday	8/19	4:00-4:30am
Saturday	8/26	7:00-7:30am	& Saturday	8/26	4:00-4:30am

The dog days of Motocross are upon us, and with Millville and Washougal ahead, Jeremy McGrath is red-lining toward his first ever outdoor title.

Same story–different track. The unofficial countdown is on as Honda's Miguel DuHamel edges closer to Wayne Rainey's record six in a row Superbike wins.

Join MotoWorld in August for more on these stories and highlights from the Nevada Rally and the Loretta Lynn Amateur Motocross.

Italy, beautiful women, sunny beaches–and twelve hours of eating sand behind the gear-grinding host of MW2! Talk about a hard-core enduro, man.

Next, the big guy's in action at the World Superbike round from Laguna Seca. They're all going to be there–Fogarty, Edwards, Corser, Slight, Bernardo–everybody!

AUGUST 1995 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
				Tuesday	8/1	3:00-3:30am
Sunday	8/6	12:30-1:00pm	&	Monday	8/14	3:00-3:30am
Sunday	8/20	4:30-5:00pm	&	Monday	8/28	3:00-3:30am
PACIFIC TIME						
				Tuesday	8/1	12:00-12:30am
Sunday	8/6	9:30-10:00am	&	Monday	8/14	12:00-12:30am
Sunday	8/20	1:30-2:00pm	&	Monday	8/28	12:00-12:30am

U.S. Supercross Series

AUGUST 1995 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME	
Charlotte, NC	Mon	8/14	10:30-11:30pm	& Mon 8/14	7:30-8:30pm
Irving, TX	Mon	8/28	11:00-12:00am	& Mon 8/28	8:00-9:00pm

AMA Motocross Series

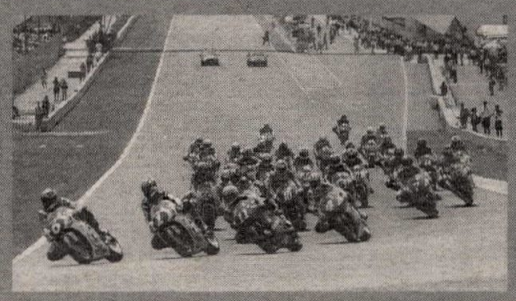
AUGUST 1995 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME	
Buchanon, MI	Thur	8/3	4:30-5:30am	& Thur 8/3	1:30-2:30am
Troy, OH	Sun	8/13	4:00-5:00pm	& Sun 8/13	1:00-2:00pm
New Berlin, NY	Sat	8/19	2:00-3:00pm	& Sat 8/19	11:00-12:00pm

AUGUST 1995 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
Troy, OH	Sun	8/6	10:30-11:30pm	& Sun 8/6	7:30-8:30pm
New Berlin, NY	Sat	8/26	11:00-12:00am	& Sat 8/26	8:00-9:00pm
	Sun	8/27	3:00-4:00am	& Sun 8/27	12:00-1:00am
Millville, MN	Mon	8/28	8:00-9:00pm	& Mon 8/28	5:00-6:00pm
	Tues	8/29	2:00-3:00pm	& Tues 8/29	11:00-12:00pm

World Grand Prix Series



AUGUST 1995 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME	
GP of France	Sun	8/6	12:30-1:30pm	& Sun 8/6	9:30-10:30am
GP of Great Britain	Fri	8/11	12:30-1:30am	& Thu 8/10	9:30-10:30pm

AUGUST 1995 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
GP of Great Britain	Sat	8/5	7:00-8:00pm	& Sat 8/5	4:00-5:00pm

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